

# Trail Rider

MAGAZINE

October 2002 \$2.95

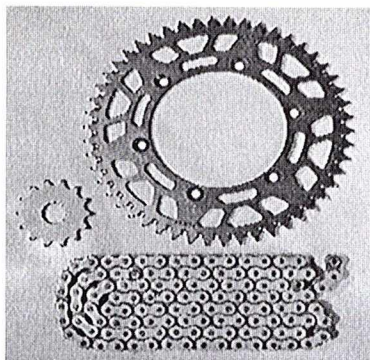
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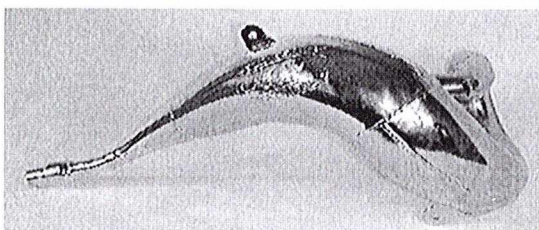
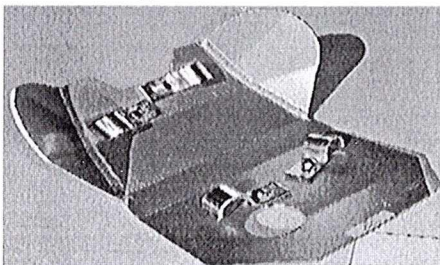


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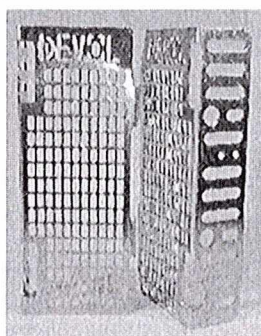


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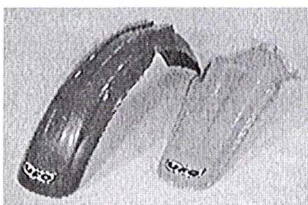
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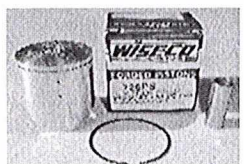


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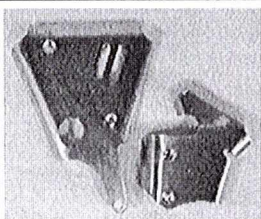
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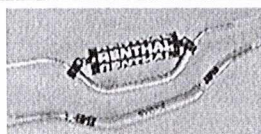
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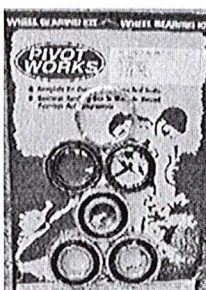


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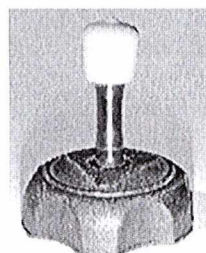
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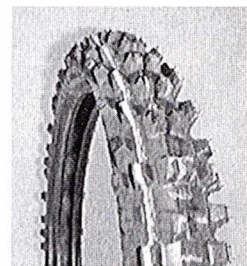


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**On the cover:** At an age when most of us are retiring or at least slowing down--hopefully gracefully--Jerry Randall is still a threat to the top riders at any NETRA enduro. This month he finished fifth overall at the new Rhody enduro, taking a NETRA High Point A for the umpteenth time. Keep it up, Jerry! Photo by Denise Bernier.

October 2002  
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**Warning:** If you go about it wrong, trail riding can be hazardous to your health. All our test riders and staff are old, experienced riders who, although they can't go as fast in a race anymore, they can get a bike through just about anything and wait for you on the other side. You know, and it's not to show off, it's self-preservation—we have very little energy to waste. You'll come to realize this a lot more as you get older too. Hey Len, is it nap time yet? Anyway, the point of all this is to tell you to ride careful, take responsibility for your own skin, and don't blame others for your mistakes. And get plenty of rest.

## Medium and Message

**Subscriptions:** Subscriptions are available from Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055, at \$20 U.S. per 12 issues (one year). Canadian subscriptions are \$30 yearly, in U.S. funds. We're not selling overseas subscriptions any more. We don't have a Visa & Mastercard merchant's account, so we can't sell by credit card, and neither are we set up to "bill you" for a subscription. The only way to get it is send in a check, cash or money order, and we'll do the rest.

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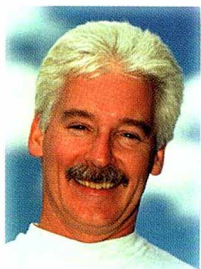
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**Last Over**

by Paul Clipper

# Social Climbing

**W**ithout a doubt, the most anticipated ride for us this summer was the Ridge Riders' Quarry Run dual sport, which you can read about further on in this issue. This year it was one of the AMA two-day dual sport national series, and promised to be the best one yet. If you've never heard of it, the Quarry Run is a two day ride put on by the Ridge Riders M.C. up in Hancock, New York. Chris Smith does a lot of the layout, along with his dad Jim and friend of the family/fellow club member Otto DeJaeger, and of course a lot of work from the other Ridge Riders members.

This is only the fourth year for the event, and it started out four years ago on trails that had never seen a motorcycle tire before. It was pristine, and through good management of the trails (and very little local traffic since it's on private land) it remains one of the sweetest rides on the east coast. It's a dual sport because you need to have a legal bike to follow the road sections that link the great trails, but it's not the sort of ride where you'd be comfortable on a full-on dual sport machine, especially something with more than one cylinder. It's a good hard trail ride, linked with road sections.

Anyhow, after having a great time there last year, this summer was planned around going back and doing it right this time. Last year we stayed in a motel, which was kind of a hassle because everything happens out of the Fireman's Field in Hancock, and driving off to a motel to get showered takes time away from a great social scene. This year we hauled out Mark's camper trailer and went for a good parking spot right on the river at the back of the field. We weren't the only ones with that idea. By nine o'clock on Friday night, the whole field was three-quarters full of campers and motorhomes. It looked like the word had leaked out about what kind of great event this was!

If there was any question about it, taping together the roll chart on Saturday morning should have convinced anyone that they were in for plenty of miles. Two full pages of route instructions equaled almost six feet of paper in the roll chart holder, and getting started in the morning was a great priority if you wanted to be back for cocktail hour. Guys were dilly-dallying at the start without noticing the "All Riders Start By 9:30" sign, until the sweep riders came through the pits and hustled everyone out. They didn't want to be riding until dark either, and they had to pull down the arrows that day!

To their credit, you hardly needed your roll chart, because the whole course was arrowed well. Saturday was a mix of trail and road, more

road than Sunday since they pieced together trails in the Hancock area with a great grass track section in Deposit, NY, and a special test section at the club property also outside of Deposit. A little bit of rain helped keep the dust down at the expense of a little bit of traction here and there. The trails were rocky but not annoyingly so, and in most places it was smooth and fun.

By far, the most fun of the ride, at least to us, was the uphill. Each day featured about three or four abrupt uphill that could easily earn the title "killer." For the most part there was no warning that a hill was coming up, except for the increase in traffic or maybe the odd rider coming backwards on the trail. See someone riding in the opposite direction in the trail and in most cases you're looking at someone who couldn't make it up a hill. Most of the time we'd come around a turn and see a group of guys lined up, waiting for a hill to clear or worrying about what they were going to do to get up it. You can tell that some guys obviously don't want to work that hard, and are seriously looking for a way around. The others of us, the masochists of the crowd, only need to see the merest hint of a line going up the slope, and we're on it.

So I want to apologize to all the riders I and my peers may have offended with our hill climbing technique. In our defense I'll tell you that one person may need the whole hill to get up, while a lot of us only want a gap as wide as the handlebars.

It's part of the sport of it—you ride with a partner of equal ability and always try to out-do him, or at least stay in step the whole time. Mark rode the KTM 250 four-stroke test bike we had in the mag last month, and I rode the old faithful KTM 400, both born hill-climbers. We came to the bottom of one uphill, and you couldn't even see the hill; the only thing you could see was the crowd of guys waiting for it to clear. I saw Mark push his way to the front while another rider came down the hill for another try. "Don't even try it, Paul. You won't make it!" I heard someone say.

That was the last thing I needed to hear. I saw Mark square off and pour the fuel into the 250, and I didn't want him to get away from me. We'd been chasing each other hard for the last ten miles. "It's not possible, you can't get up it!" I heard the guy say again, and I'm really sorry I didn't notice who it was so I could point out to him afterwards that he didn't see me come back down. "I can try it, though, can't I?" I said, and dropped the clutch.

The secret to hillclimbing is get into the fat part of the power on your bike and stay there. It's not a comfortable ride; you have to be ready to take a beating on the way up, and you can't relax and do it. You have to commit to the hill and go for it all the way. Mark jumped up onto the hill and started powering his way up, and I dropped in right behind him, about ten feet back. We had about ten feet of run before the ground started pointing up, but it was enough to get into second gear and start it spinning. I tried to stay out of Mark's roost—one side or the other—all the way. I got two flats during the weekend and I don't really mind because it's all part of the experience. But I hate getting headlights roosted out.

Within a few seconds we got to the fat part of the hill, and there were at least three people stuck on it. Not a good sign, but one thing went our way—one of the guys had picked his bike up and rolled it out of the middle of the hill. We had about a two-foot gap between them, and that was all we needed. I shifted into third when we passed the group wide open, looking for Mark to bobble for a second so I could pass him. There was no way he could pull third on that 250, and I had plenty of power left over behind him, but he never made a mistake, darn it. There's no better thrill than passing your riding partner up a hill, and no better basis for bragging rights!

Well, Mark got the bragging rights after all. The last big hill of the weekend was a killer with a 90-degree left in the middle. By this time Mark had gotten to feeling real good on the 250 and had been running me ragged since before lunch, and two days of hard riding and partying was catching up with me. So I backed off a notch and let him go, and when I finally got to this hill I was in full sit-down mode. I figured I could rally for one more hill, but I blew it and had to push up the last six feet. I could blame the miss on Tony Recchia, who was standing at the crux of the hill waving a huge log and shouting my name, but I didn't really try hard enough (Tony did help me push it up, though). Mark made it no sweat and was long gone.

Man, it was a fun weekend. 140 miles of riding on Saturday and another 80 miles on Sunday, some of the best trail riding ever. Just so you don't have to once again read my raving about the event, we've got a story in this issue from Matt Ryder, who was also there and had fun. Look for his story later on in the book, and definitely look this ride up next year. You're missing out if you don't. ▲



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## CDR Hare Scrambles Canceled

CDR's Lummis Mill hare scrambles has been canceled due to land access problems. The event was scheduled for October 20th, and it's always been a good ride. The Competition Dirt Riders are working on the situation, hoping to be able to offer the event next year.

## ISDE Teams

The American Motorcyclist Association (AMA) has release the names of the riders selected to compete in the 77th running of the International Six Days Enduro (ISDE), to be held September 24-29, 2002 in Jablonec nad Nisou, Czech Republic. Three members from last year's World Trophy Team — Fred Hoess, David Pearson and Nick Pearson — will join Tim Taber, Ron Schmelzle and Brian Sperle to form the 2002 Trophy team.m.

The four-member Junior Trophy team, which is limited to riders 23 years old and younger, will include Morgan Crawford, Wallace Palmer, Jonathan Seehorn and Bill Radecky.

For the first time in ISDE history, the U.S. squad will include one three-member club team composed entirely of riders from one family. Veteran enduro racers Randy, Amanda and Cody Mastin of Whitehouse, Ohio, will compete as "Family 'R US." Another 30 riders have been assigned to 10 other three-member club teams. Bel Ray will provide all the lubricants for the American team during the ISDE, while Arai Helmets is providing helmets to all riders who qualified for the event while wearing one of the company's helmets.

Local riders competing this year include Wally Palmer, who is a close neighbor to Trail Rider and only last year was racing youth hare scrambles

events in the ECEA. Fred Hoess of course needs no introduction to Trail Rider readers, being a multi-time vet of Six Days competition and past ECEA champion. And Massachusetts' Luke McNeil is going over for his third Six Day tour this year. The longest-running ISDE rider is Jeff Fredette once again, going over for his 22nd time, and once again on a KDX.

And yes, Trail Rider will be there. We are finalizing plans

# 77. ISDE JABLONEC NAD NISOU CZECH REPUBLIC

right now to jet over there and "czech it out," and you'll be able to read all about it in the December issue!

## Orange Crush

KTM held their 2003 dealer meeting and new model intro in Denver, Colorado, this year on August 12, and they had some fairly earth-shattering announcements to make. First, and without a doubt most spectacular, is that KTM Austria and McGrath Racing signed a four-year contract that will make Jeremy McGrath KTM's rider of record in the U.S. Supercross series, starting in 2003. You can bet that this will have a huge impact on KTM's profile as a serious motocross contender. "Jeremy tested all the other bikes," said KTM Sportmotorcycle USA president Rod Bush, "He rode our bikes and liked them, and he felt that KTM was the motorcycle for him. Jeremy wants to win." McGrath's first KTM ride will be at the US Open Supercross in Las Vegas later this year.

New bike news included revealing that KTM is working on a 250cc four-stroke Supercross bike, projected for release in 2005. No details were available, but we certainly can't wait to see that bike! The 85cc KTM mini that has been rumored for the past two years is now slated for availability in 2004; so no, there will be no 85cc KTM this year, bad news for the kids.

During the three-day event, dealers were given all the KTM news they could hold and were allowed to test-ride all the new models, including riding all the KTM Supermotard bikes at a

## 2002 ISDE Teams

### World Trophy

Fred Hoess, Stanhope, NJ  
Tim Taber, Moline, IL  
Ron Schmelzle, Aurora, CO  
David Pearson, Panaca, NV  
Nick Pearson, Las Vegas, NV  
Brian Sperle, Hayward, CA

### Junior Trophy

Morgan Crawford, Sanger, CA  
Wallace Palmer, Atco, NJ  
Jonathan Seehorn, Rockford, WA  
Bill Radecky, Greeley, CO

### Club Teams

**Jafmar Racing Club**  
Jeff Fredette, Beecher, IL  
John Wells, Dublin, CA  
Steve Underwood, Marionville, MO

### Seniors

Mike McCarren, Butler, PA  
David Klein, San Marcos, TX  
Ken Tomeo, Long Beach, CA  
**Family 'R US**

Randy Mastin, Whitehouse, OH  
Amanda Mastin, Whitehouse, OH  
Cody Mastin, Whitehouse, OH

### Colorado Dirt Riders

Eric Croy, Boulder, CO  
Lance Bross, Broomfield, CO

Eric Moberg, Eagle, CO

### Team Enduro

J.D. Hammock, Oklahoma City, OK  
Dave Wolfe, Edwards, CO

Brett Dooley, Flagstaff, AZ

### Enduro Riders MC

Carrol Dickerson, Pine Bluff, AR  
Andy Stokely, Zionsville, IN  
Andy Gutish, Terre Haute, IN

### Missouri Mudders

Lars Valin, Eureka, MO  
Pat Schmidt, Columbia, IL  
Tom Huber, St. Louis, MO

### Boise Ridge Riders

Ryan Dean, Ketchum, ID  
Gabriel Reos, Edwards, CO  
Mark Thompson, Copper Cyn, TX

### Trail Riders of Houston

Greg Gillian, Herndon, VA  
Brian Storrie, Denton, TX

Paul Krause, Irvine, CA

### Merced Dirt Riders

Derrick Merrill, San Carlos, CA  
Chilly White, Glendale, CA

Curt Wilcox, Royal Oaks, CA

### Ridge Riders MC

John Yates, Tualatin, OR  
Eric Bailey, Snohomish, WA  
Luke McNeil, Bellingham, MA

local raceway. It sounds like it was a great time for all, and we're already kicking ourselves for not attending. That's okay, KTM dealer meetings have been getting bigger each year, and next year we expect them to introduce the new bikes right on the Great Wall of China. We'll be there for sure!

## East Coast DVDs

Dephcon Video Services, better known as Dennis Black, the creator of [www.ecea.org](http://www.ecea.org) has announced a series of ECEA enduro and h/s videos on DVD. Each video contains over an hour of non-stop action, shot deep in the woods. Currently there are seven enduros from 2002 and nine enduros from previous years, including Curly Fern 2002/Sandy Lane 2002, Greenbrier 2002/Broad Mountain 2002, Beehive 2001/Moonshine 2001, Foggy Mt 2002/Green Marble 2002, Speedsville 2002, Delaware 2001, Meteor H/S 2001/Pine Barons H/S 2002, 2000 ISDE (slide show), 1999 ISDE (slide show), Greenbrier 1998, Moonshine 1998, Ridge Run 1997, Southern Tier 1997, and Pine Hill 1996. Dennis says he hopes to shoot the remaining six enduros and five hare scrambles. They should be available by Thanksgiving.

Dephcon Video Services also provides a wide range of video editing and DVD authoring services. You can see previews and download an order form at [www.dephcon.com/racing](http://www.dephcon.com/racing), and look for an ad in this issue on page 34.

## Phast Photog

You know that every now and then we like to show a photo of a contributor, just so you know who you're dealing with...or at least you know what we look like. Our subject this month is the lovely Erica Gossett, who shoots photos for us down SETRA way. Erica is also one of the competitors in the hotly con-

tested Women's class in SETRA, which she won this year. So here she is holding her SETRA season trophy. Congratulations Erica, and thanks for the photos!

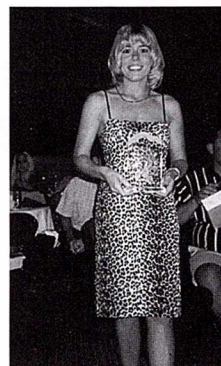
## North Carolina Series Sponsor

We received a note from the North Carolina Hare Scrambles Association saying, "We are happy to announce that RepairManual.com, provider of Clymer, Haynes and OEM repair manuals for everything from motorcycles to farm equipment has signed on as sponsors for the 2003 North Carolina Hare Scramble Association." For more information on North Carolina's premier hare scrambles series check it out at <http://www.ncdirtirider.com/html/nchs> a. For a look at all the manuals and books RepairManual.com offers, go to <http://www.repairmanual.com>.

## Two Laffertys Down

Bad news comes in twins this month. It all started at the Michigan national enduro, when Rich Lafferty bailed hard in the tight woods and broke his collarbone. His brother Mike had slight trouble with the course and had to settle for second overall at the event, behind Chuck Woodford. Rich drove home to start the healing process and Mike flew to Denver to

join the KTM dealer meeting already in progress. On Tuesday, August 13, Mike was riding the motocross track with the rest of the dealers and chasing around KTM's motocross racers, when he accidentally kicked his bike into neutral while airborne over a tabletop, landed in



## Where to Ride

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10/6/02,GNCC St. Clairsville OH  
10/12/02,ECEA Two Day Dual Sport National  
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neutral and, of course, went over the bars. He landed on his back. "I jumped up," he told us, "right away. I didn't think anything of it, it was such a simple crash. We've all done it a million times. But when I went to pick up the bike my shoulder hurt, and I thought 'Uh oh, this isn't going to be good...'"

The bottom line is that Mike fractured his scapula, broke it almost clean through the middle. The injury puts him out of racing for an indeterminate amount of time, one thing he really doesn't need considering he's leading the AMA National Enduro series and sitting second in points in the GNCC. "I'm seeing the best sports doctor on the East Coast," said Mike eight days later, "and he determined that it would be better to not operate on it. I'm already doing therapy and I'm out of the sling, and it feels pretty good." When asked about his racing schedule, Mike admitted that he's almost certain that he'll sit out the next round of the GNCC, on September 8, but is planning on riding the King Philip National Enduro on September 15, and hopefully the remaining GNCC rounds after that. "It's all up to the X-rays," he said, and we're sure he's going to be watching them closely. We'll update you on the situation next month, in the mean time here's wishing both of the Lafferty boys a swift recovery.

## Fah-Q East and West Ride

Paint fume victim and Fah-Q president Jerry Bernardo is hosting a Baja Bound Fah-Q Racing club ride in Mexico this September. Longtime Fah-Q hardcores Tommy Norton, Mike Lewis and Timmy Dingo will make the trek out to the West Coast to ride for three days in Mexico, with JB and his California riding buddies. Tim Morton of Baja Bound Adventures will lead and/or drag everyone through epic tails

starting in the Tecate region stopping in Ensenada and the famous Mikes Sky Ranch. "Going into Mexico without an escort is shaky, so we hired Tim Morton, who has been doing tours down there since he bungee jumped out of the womb," says Bernardo. "Only true Fah-Q hardcores would spend money to get beat up on the trail in a foreign country." The

world's slowest lawyer and friend of Lyle Lovett, Dan Cogdell from Texas, is also slated to appear. Yamaha generously donated three loner bikes to Jerry for the boys from Mass. "I am sure Tommy will be on his best behavior and not ruin any equipment. Yeah...right!" Look for a complete story in an upcoming issue of TR. ↑

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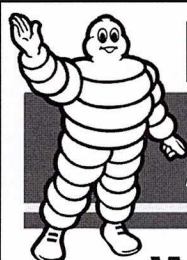
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# Bib Mousse Is Back!

## MICHELIN

## What's Mousse?

**Mousse** (mōōs), noun. <Latin *mulsa*, a foam mixture>  
**Cooking:** whipped foam like meringue, gelatin, *Chocolate mousse*. <French foam dessert, spongy texture>  
**Motorcycle Tires:** MICHELIN Bib Mousse, foam core insert that replaces rubber tubes in off road motorcycle tires. Sponge-like circle of Butyl honeycomb foam whose tiny cells are charged with nitrogen. Smooth molded outer skin is designed to slip into specific size off-road motorcycle tires. Developed by Michelin for expert racers who **MUST FINISH EACH RACE**. When you cannot tolerate DNF, get Bib Mousse.

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<b>1.85, 2.15</b>	M18	120/90-18	100/100-18
<b>2.15, 2.50</b>	* M14	130/80, 140/80-18	110/100, 120/100-18
<b>2.15, 2.50</b>	M02	140/90-18 Desert	140/90-18
<b>1.85, 2.15</b>	M22	120/80-19	100/90-19
<b>2.15, 2.50</b>	M199	110/90-19	
<b>2.15, 2.50</b>	M379	130/70-19	110/90-19
<b>2.15, 2.50</b>	M09	140/90-17	

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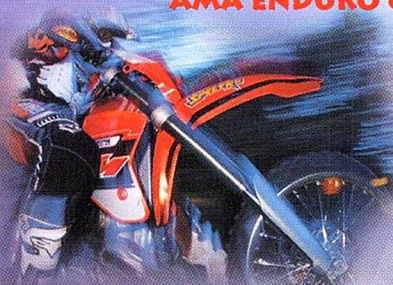
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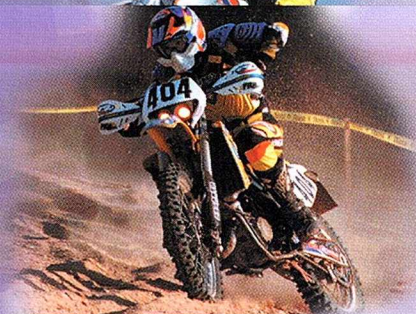
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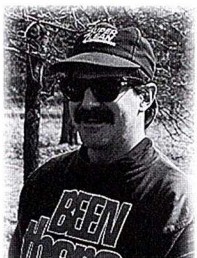


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## TrailRider Toolbox

by Mark Uth

# Water Pump Seals

**W**ater pump seals are pretty reliable these days. I can hardly remember the last time I had one fail outright, without some other factor being the root cause (e.g., no coolant in the system). Bad water pump seals are a common occurrence on project bikes or other scoots that have sat for a long time with the effects of corrosion and coolant pre-cipitants attacking the seal.

However, how would you know if your water pump seal was on its last leg? Most engine designers have incorporated a "dribble hole" into their water pump housings, found just beneath the seal itself. When the seal begins to fail coolant will drip from this hole, as it provides a place for coolant to drain other than into the transmission. Not accidentally, this makes an impending seal failure fairly obvious. This drain passage also helps keep leaking coolant from mixing with your tranny oil, which wouldn't do much for the gearbox. So take heed, slight or occasional wetness seen in the dribble hole foretells of impending water pump seal problems. In lieu of this, it's probably a good idea to change your scoot's water pump seal when the opportunity presents itself. A good rule of thumb might be during bottom end or crank rebuilds.

For the uninitiated, the water pump packing forms the seal between the impeller housing and the impeller drive shaft, keeping coolant and transmission oil from mixing. Most water pumps housings are cast into the front of the clutch side cover, however some four strokes (e.g., Husky TE models) use the camshaft to drive the water pump impeller, thus locating the housing on the head. In either location, dirt bike motors these days almost universally use a conventional oil seal type of packing, unlike the early days of water cooling which occasionally found costly ceramic/carbon seals used for some applications. The water pump seals of most modern dirt bike engines will be accessible beneath the water pump cover and can be changed without removing the clutch side cover.

The actual procedure for replacing this seal is fairly simple—remove the water pump cover, remove the impeller, pry out the old seal, push in the new seal, and replace the impeller and water pump cover. As with most projects however, the devil is in the details.

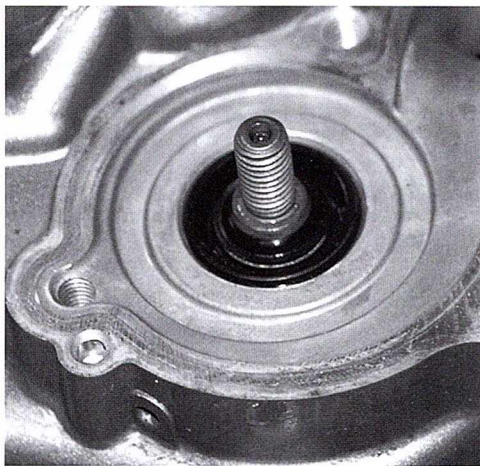
### Important Things To Pay Attention To:

1. Corrosion often attacks the bolts that secure the water pump cover. Same goes for the water pump drain bolt. Be careful when removing these fasteners and use heat if necessary. If you go at them like an ape you'll surely strip one out. If there is corrosion within any of the threaded holes, gently run a tap through it before reassembly. Use compressed air to thoroughly blow out any debris and be sure to lubricate the threaded hole with high temp anti-seize lubricant.

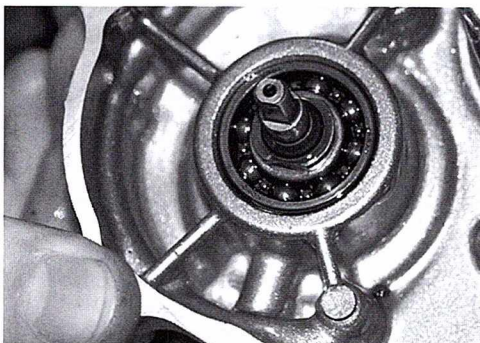
2. Most water pump covers are sealed with some sort of paper gasket, sometimes used in conjunction with one or more O-ring seals. Keep track of how these seals and gaskets came apart and don't even think of reusing any of them.



*This is a two year old YZ426 water pump, uncovered. It looks good, some bikes don't hold up this well. The impeller has to be removed and then the seal is exposed.*



*Looking right at the seal. A seal puller tool or careful work with a small screwdriver and heat will get it out. Care must be taken to not mar any aluminum or steel.*



*Pushing the seal out from the inside means you must remove this bearing with the water pump impeller shaft. Much more complicated, but necessary if you don't have the tools to pull the seal from the front.*

3. The bolt or nut that fastens the water pump impeller to the impeller shaft is often very tight and secured with thread locking compound. On rare occasions you'll find an odd left-hand thread here (check your manual). Be careful during its removal.

4. Removal of the old seal can be tricky. It's a small seal to begin with and tough to get at in the confined area of the water pump housing. Often times corrosion forms a lip that confounds its removal. Sometimes there is a shoulder behind the seal, but not always. First and foremost, take a good hard look at which side of the seal is facing outward and be sure to remember it when the new one goes in. To get the seal out, you need to hook the inside of the seal and pull it out, although the actual technique will depend upon the tool you're using. Most tool manufacturers (e.g., Snap-On) make an oil seal removal tool, however, the ones that I've seen would likely be too big for use here. I've seen some mechanics use a small, flat-bladed screw driver which has had its tip heated and curved into a hook. Another possibility is a pipe spring removal tool, although it would have to be a pretty stout one. The most important thing to remember when removing the old seal is to avoid damaging the impeller housing, the seal seat within it, the water pump cover sealing surface and/or the impeller shaft itself. If you're really stuck, a safe and conservative fallback position would be to remove the clutch side cover and push the seal out from behind.

5. Inspect the inside of the water pump housing, and seal seat for pitting. Really light pitting can be ignored. Moderate pitting can be cleaned up and filled with epoxy. Really severe pitting might necessitate a new side cover. Inspect the impeller while you're at it, especially ones made of plastic, looking for signs of cracking or elongation of the eccentric or D-shaped hole that most use for mounting on the impeller shaft. Replace all damaged impellers.

6. Installing the new seal is another task that demands patience and care. First and foremost, make sure you put the seal in facing the right direction—consult your shop manual if need be. Since the cooling system is under pressure, this makes a big difference. Lubricate the seal prior to its installation, using some type of general purpose grease or oil. Lubricant will help the seal seat easier, as well as lubricate the impeller shaft as the seal slides over it. Sometimes there might be a shoulder on the impeller shaft. Take care not to tear the seal as it surmounts this shoulder. Pushing the seal home is the same as any other seal. Lubrication, careful alignment with gentle motivation will result in a proper seal seating. On motors that don't have a rear shoulder (read: stop) to the seal seat, be careful not to push the seal in too far.

7. Replace the impeller and impeller bolt, securing it with removable thread locking compound. Clean up the water pump cover sealing surfaces if need be before installing the new gaskets and replacing the cover. Torque all fasteners in accordance with values found in your shop manual.

### Related tasks:

Flush the radiators and replace coolant with fresh, non-silicant radiator fluid (orange type). ⬆



# Making It Fit

**T**his is a new series of monthly columns in which we are going to explain, in excruciating detail, how to ride better and how to have more fun on your bike. We don't know exactly where it will all end up, but we do know you're going to get a lot of information and very little fluff in this column, so put your bike up on a stand, climb onto the seat and get comfortable, and read on. We're going to start at the beginning and talk about how to make your bike fit perfectly.

After you learn how to feed out the clutch and wobble down the sidewalk without falling over, the first skill you should master is—no, not jumping!—how to stand up and ride. Modern off road bikes are built specifically to accommodate a person either sitting down or standing upright, and guess which position is more important? That's right; standing up is your best defense against getting beat to a pulp by rough trails and rocky ground, and it is the only way to seriously ride through whoodedos and nasty rock gardens. If you stand up most of the time when you ride, you will get less tired, less sore, and spend a lot more time riding in control.

The singlemost serious problem people usually have with standing up while they're riding is a simple one: They can't do it. "I don't know, I can't stand up on my bike. It doesn't feel right," is something you may hear fairly often.

Well, you can walk, right? You can climb a ladder? Well, if so, you've got enough strength to stand up, so it's time to set your bike up so standing up isn't a chore.

Your footpegs are welded to the frame, so there's nothing we can change there (at least right now). Your bike's seat is a fixed size and bolted in place, so we can't change that (although you can get a higher or lower seat, but if you're standing up the seat doesn't come into play anyhow, so forget it). The only thing you can easily change is the position and shape of your handlebars, so let's take a close look at them.

With your bike up on a sturdy stand or box, get on the bike with your feet on the pegs just forward of the arch of your foot. This is pretty much a neutral riding position for your feet. Stand straight up in a comfortable stance, neither stretched up or crouching, just straight up. Rotate forward slightly until your chin is intersecting a straight line that you could draw right up from the axle, parallel with the forks, and reach for the bars.

What you want is to find the handlebar grips just tucked into the palm of your hands, so that your thumbs can drape around the back of the handlebars and your fingers curl naturally around the front. And this is standing straight up, no crouching and no bending of knees, or reaching forwards or backwards. You want the handlebars to fall naturally and exactly into your grip without having to crouch down or bend your arms at your elbows.

Can you do it? Probably not. Most stock handlebars are too low. Most riders rotate their bars too far back. Most handlebars are too wide.

When we talk about handlebars, we're getting into a subject that really deserves a whole book, but right now we're just going to concern ourselves with handlebar height. Along the way we'll get into more bar



*A great example of a stand-up rider is Shane Watts. If Watts isn't standing up he's either in a turn or parked on the starting line. He's also riding completely relaxed all the time, while he's standing up. It'll work for you, too.*



*Here's a pair of Thumper Racing risers on an XR600. They not only raise the bars, but move them forward as well. The forward location is as important as height on most bikes, and worth trying.*

problems and what you can do to fix them.

If you try the above standing position and the bars feel too high (not likely), then you'll have to go out and shop for a pair of handlebars with a lower "rise." You'll see bars described as "CR High" or "CR Low," and what you want to try are the "low" bars. Here's a great idea for making a pain in the butt of yourself at your local dealer's. Take your bike down there on Saturday morning, unload it, put it on a stand, and


take the handlebars off and lay them forward across the front number plate. Go inside and announce that you're shopping for handlebars, and can you try a couple. Find something you think might work, take it outside, get on the bike and put them in the bar clamps, stand up and feel it. Do this with every set of bars he has, until you find something that really fits well. Buy them, and remember the brand and style for when you need to replace them. Buy them from that dealer, not from some mail order outfit, to pay him back for his time and patience.

If everything you try is still too low, you're going to have to invest in some handlebar risers. On some bikes, you can add an additional set of top clamps under the handlebars and use longer mounting bolts to raise the bars an inch or so. Thumper Racing and a few other companies make specialized handlebar risers that do a great job of solving the problem. Assuming you buy a set, take them and your bike down to the dealer's lot and do the same thing with your dealer's handlebar stock, and find the best bar now that works with the risers.

You're not done yet. During all this, you might have felt like you had to reach forward or backward to get at the grips. Maybe you did; now you have to take advantage of any schemes available to move your handlebars backwards or forwards to finally get in line with the forks. KTM riders have it made here, with two different mounting positions available on the top triple clamp for the handlebar clamps, and offset positioning on the clamps themselves to move the bars back or forward. Work your way through the four different positions and find a setting that fits perfect when you stand on the pegs.

You can do the same thing with some accessory risers. Do it, and find a good position to bolt down to. Finally, when everything else is settled, loosen your bars and rotate them forward and back until they feel perfectly natural while you stand on the pegs. Don't be afraid, jerk them way forward if you have to, just make sure they feel great, and guess what? They'll probably then feel bad when you're sitting down. We already established that you can ride longer, feel better, and beat yourself up less standing up, so not being comfortable sitting is a good thing.

Okay, note now that we said you should be standing straight up while you're doing this. Standing straight up is not an efficient riding position for anything but a flat dirt road or trail, but it's a great neutral position to start with. You'll use it as a resting position when you get on something smooth. When you crouch down into an "attack position" from this neutral upright position you'll note that your knees and arms bend an equal amount, so everything you do from standing to sitting is balanced, once you have your handlebars right.

Take the time to try everything, take a whole day if you have to. When you're done the rewards will vastly outweigh the value of the time spent, and you'll have a bike that you can stand up on just as naturally as you could stand in line at the liquor store. That's enough for this month. Spend some time riding around upright, and we'll tell you more in the next issue. 



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# QUARRY RUN

*Two day hero section in New York*

**Hancock, NY 7/27-28**

**S**aturday morning, about 40 miles South West of Binghamton, NY, approximately 400 riders assembled at the Hancock Firemen's Field, for day one of the Ridge Riders motorcycle club's Quarry Run dual sport ride. Saturday's ride promised to provide riders with over 140 miles of paved road, dirt road, two-track trail, single-track trail, and the ever-popular grass track. Tech inspection consisted of a non-scientific sound check along with proof of a valid registration and insurance. Saturday's ride delivered a traditional dual sport ride as promised.

Just a couple of miles into the ride, at the first trail section, there was a small bottleneck at a hill climb. The bottleneck probably started out by someone trying to navigate it from a dead stop, at the bottom, while simultaneously running pathetic stock dual sport tires. When will they ever learn? Knobbies and momentum are your friends. Of course this fun continued, as more riders didn't bother to wait for the hill to be clear before starting their attempt. Again, starting from a dead stop from the bottom of the hill. (Note to the Ridge Riders: for next year, put a club member here, to have the riders start an adequate distance from the base of the hill, and to keep those who are champing at the bit off of the hill until the bikes and bodies of the previous failed attempts are clear. This will help insure less of a bottleneck and improve the safety for all.)

Somewhere along the way, I lost my riding buddies, Jim and Jim. (Daryl and Daryl were busy that weekend, marrying cousins or something like that). I thought that they were in front of me,



but they weren't. No worry, I would continue onto the lunch stop and wait for them. The lunch stop, held at beautiful Rainbow Lodge, consisted of hot dogs, burgers, fruit cup, and the best coleslaw I've ever sampled; and I've eaten a lot of coleslaw in my days, among other things. There was even a wedding going on during the dual sport lunch stop. Some riders were even asked to halt their progress while the couple exchanged vows. Now if I only couldn't managed to somehow have dirt bikes at my wedding, a few years back.

After tiring of waiting for Jim and Jim I proceeded onto the course. After the next couple of trail sections, the pack that I had latched onto was redirected by a Ridge Rider club member. Apparently, there was

a misunderstanding with a landowner, so we had to be re-routed (Rural landowners are known for claiming public non-maintained roads and right-of-ways as their own). About 10 miles of pavement later we arrived at the Ridge Riders club land, a 135-acre hill infested with loose rock and roots. The route sheet stated that it was a 6-mile optional hero section.

Seeing that I had just done about 10 miles of pavement, I was yearning for some hardcore trail. About a third of the way through this section, I took a nasty spill on one of the MANY hill climbs. Fortunately, a few hundred yards later, my buddy Gary showed up with assistance. Gary was able to locate a #10 Sears Craftsman Rock, that the Ridge Riders thoughtfully left on the trail. With this exquisite tool, Gary was able to repair the remains of my left handguard and readjust my clutch perch with the utmost precision. Thanks, Gary.

Well, along with a broken handguard, some bruised knuckles and a bruised ego, that section gave me all the trail I wanted for the day. (It took me well over an hour to negotiate this 6-mile optional section).

After the unplanned re-route and my humbling experience on the Ridge Riders' property, I decided not to back track to hit the 13 mile ISDE quality grass track. Those who did make it out to the grass track were rewarded with a special course routing through a barn, which was stuffed with vintage motorcycles and snowmobiles. I finished out the day with some more dirt road and minor trail sections that guided me back into the village of Hancock and to the Hancock self service car wash. While washing off my bike, I was cornered by a sort of friendly Hancock local with a cannabis leaf tattooed on his forearm, along with many other accoutrements. The local



by Matt Ryder



warned me to know that his stepmother's second cousin's son's boa constrictor had escaped and that it was loose in the village. He wanted me to warn any dual sporters camping at the Firemen's Field, with instructions to kill it on sight. I nodded and slowly backed away towards my bike. It started on the first kick, thank God. It was back to the Firemen's Field for me, where I met up with Jim and Jim (all of their limbs intact and no tropical snake encounters), to prepare for Sunday's ride.

Sunday morning started off with a trip to the Circle E Dinner. You know, the former rail car type. Their single waitress and single fry cook did their best to accommodate the bikers inside and the ones lined up outside. They seemed to have no idea of the 400-plus bikers that had invaded the Village of Hancock for the entire weekend. After an excellent carbohydrate breakfast, prepared with care, we were off to the Firemen's Field to start day two.

Sunday's ride was, as the Ridge Riders promised, approximately 94 miles of trail, trail, and more trail.

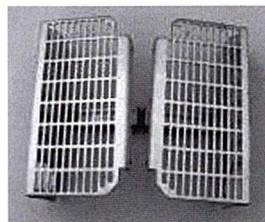


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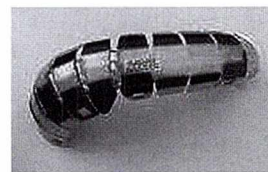
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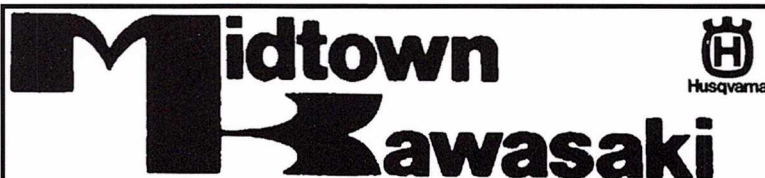
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Nearly no pavement or dirt roads, except for short connectors between the trail sections. Sunday's attendance was just as good, if not better, than Saturday's. I saw a very few dual sport bikes equipped with stock tires, along with a BMW F650 Dakar equipped with full knobby tires, early in the morning. However, after the first hour none of these types of bikes were ever seen again. I believe the pure amount of trail, in conjunction with the morning rain and fog, convinced these riders to call it quits in order to live to ride another day (or when their skills, tires, or bike improve). Amazingly, the local terrain offered excellent traction when wet to those running the proper tires.

The morning started off with plenty of trail, some

grass track, and the longest hill climb I've ever done. I mean I thought I had been tele-ported to West Virginia. I was thinking of stopping midway up the hill to reject! But what a fun hill climb with just the right amount of water bar jumps, to keep you on your toes.

It seemed for the rest of the day that we were either going up or down many of the area's big hills or small mountains. After lunch we approached a small bottle-neck at a hill climb. This particular climb had a 90-degree momentum-killing left turn about half way up. The heavy vegetation hid an even steeper climb than the first half that consisted of extremely loose soil and shale with a big 18-inch tall rock step at the very top. After watching some poor soul on a kick start Honda



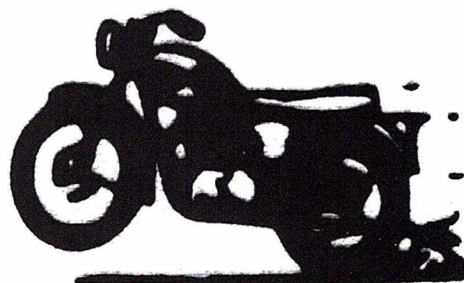
There were many refreshment stops along the way, ranging from the Rainbow Lodge to the Tompkins' hunting camp (above), to the lemonade girls (right).

XR650R make three failed attempts, me and the Jims agreed that whoever makes it to the top first will yell down to the others when the hill was clear for our attempts, along with pointing out the best line and providing an extra lift if needed.

Our system was working quite well for ourselves and others, until a bunch of heroes all attacked the hill at once. The result was like a train wreck in Moscow. The hill was littered with bikes, riders, and a broken chain or two. Seeing that our entire party was at the top of the hill and that we felt we had fulfilled our Good

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Samaritan duties for the day, we parted, leaving the heroes to sort things out on their own.

A few miles down the trail, one of the generous landowners' grandchildren had set up a lemonade and cookie stand in his pasture, in the shade. The cookies and cold lemonade were much welcome, seeing that the sun had come out and the temperatures were approaching 90 on the Fahrenheit scale. True to form, just a few feet away, just as I had read in Trail Rider many a times before, there was editor Paul Clipper fixing a flat tire. I was a little perplexed, why someone with his MANY years of experience, was fixing his flat in the hot sun rather than in the nearby shade (editor's note: Changing them in the sun reminds you to hurry up). This was the only flat that I saw anyone get for the entire weekend (editor's note two: We saw plenty; Drew Smith flattened both his front and rear at the exact same spot!).

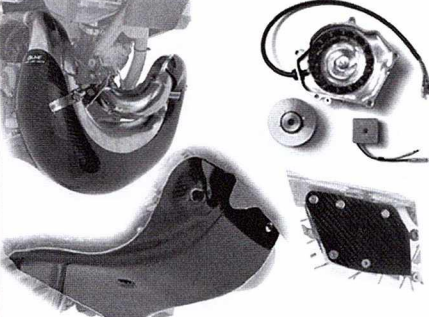
Right after the lemonade stop, a bovine was in the middle of the trail. Fortunately, she was more scared

of our bikes than we were of her, so she politely moved aside and let us pass. Then it was up another of the region's awesome hill climbs to a scenic hilltop view. A few more miles of challenging trail and it was back to the Firemen's Field for an excellent "Garbage Can" chicken barbecue included with the \$35 per day entry fee.

Sunday's trail ride was like a 94-mile hero section,

as compared to the typical dual sport ride. This was some of the most beautiful, although challenging, trail that I've ever ridden. The route sheet was the most accurate that I've ever used and the supplemental course arrowing was excellent. I hope that the Ridge Riders can continue to put on a quality event of this caliber for years to come, as this is an event not to miss. ↑

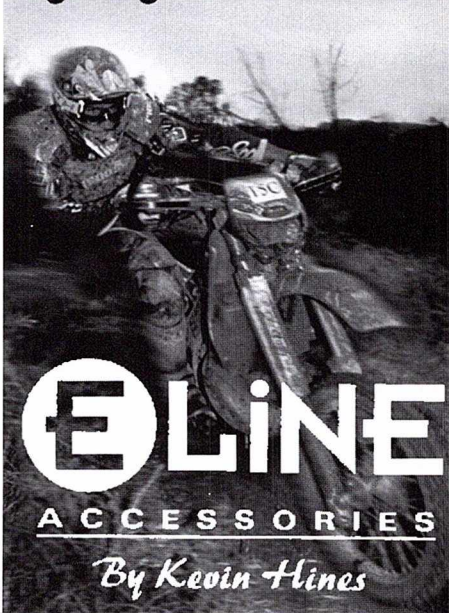
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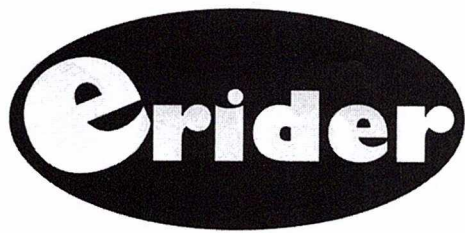
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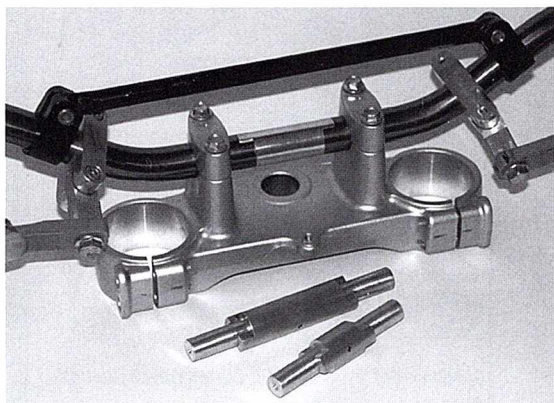
*Changing handlebar width is a snap with this system*

**H**onestly, it comes as a surprise to me that a lot of racers out there change their handlebars depending on what kind of event they're riding. Generally, they will use narrow bars for enduro riding in the tight woods, and then switch to wider bars if they're going to ride a hare scrambles or race motocross. Me, all I do is cut my bars down as narrow as I can get them, and then ride the bike until the bars are too bent to use them any more.

Part of that is because the very act of changing handlebars is involved enough to make most people cringe. You have to take off the handguards, take the levers off, possibly slice a grip off the left side, take off any other controls, kill button, everything. Then you have to put all that stuff back on. There's the main reason mine never come off unless they break off.


But, what if you could widen or narrow your bars with about five minutes work, without ever even loosening a handguard? That would make it really tempting, wouldn't it?


A couple local riders around here thought it was a



good enough idea to start machining things, and John Smith (yes, it's his real name) came up with an idea he calls Insert Bars. It's a pair of handlebars with a precision-machined insert-slot system and a set of inserts of different lengths. The inserts are solid and fit inside the handlebar tube, and the slots line up the two halves of the handlebar.

To use a different-sized insert, all you do is loosen the handlebar clamps and remove the crossbar. Remove the existing insert and drop in the new one, then line up the crossbar evenly and bolt it back on. Tighten up the handlebar clamps and you're done. It takes ten minutes, max. And yes, the crossbar still fits fine, since even a change of an inch in the width of the bars only translates to less than a half-inch change in the crossbar position.

John and his business partner Gary think it's a good enough idea to patent it, and they have. Right at the moment they're researching the market and possibly looking for an accessory manufacturer to take it on as a new product. Or, in the future they may offer the Insert Bar system as their own product. What do you think about the idea? They'd love to hear from you. Gary is the owner of Dag's Powersports, and Dag's is at 115 Route 73 North, Berlin NJ 08091, and you can call him at (856)719-1448. Let him know if you'd like to see Insert Bars in his store! 



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Earlier this year we were invited to spend a weekend at the Smoky Mountain Mansion, an 8,700 square foot luxury rental home catering to anyone looking to enjoy the serene country surroundings in style. The Mansion, located in the mountains just outside of Robbinsville, North Carolina, can comfortably house about 20 guests with overflow accommodations available in nearby chalets or log cabins.

While the concept of biker-friendly accommodations is nothing new, the Mansion is unique in its approach. Upon arrival, host and owner Peter Covert took our bags and escorted us to the Presidential Suite. This room features a king-sized bed, entertainment center and two walk-in closets to stow clothing and gear. A set of French doors leads to a private, luxury bathroom. The bath includes separate vanities, a full shower, and a spacious Jacuzzi



tub. There are five additional bedrooms in the house. While not as overtly luxurious, each has an oversized bed, TV-VCR, and private bathroom. If you need to

get somewhere Peter will drive you in the Mansion's private stretch limo.

The Mansion features a game room with a large pool table, a hot-tub off the patio, ping-pong tables, a large conference area, and an office equipped with a computer, internet access, fax and copy machine. An oversized garage can be used to store or work on bikes. A wonderful marble fireplace surrounded by leather couches makes the living room an inviting place to rest your bones after a long day of riding. A fully equipped kitchen is nearby should you crave a snack. There is also plenty of high-test scotch, I found out.

While the weekend was focused on riding sport-bikes in the rain through the famous Tail-of-the-Dragon, an 11-mile section of US129 featuring 318 curves, we concentrated our efforts on the labor-intensive task of evaluating the Mansion and all its amenities. Truly relaxing and first-class.

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*The Mansion has always been known by street bikers, but it's also prime dual sport territory. Other rental properties are available (above), but the interior of the Mansion is incredible (right). Good local fishing, too.*

Should you visit the Mansion and decide to venture outside as we later did, consider the following:

Some of the best dual-sport or street bike riding is only minutes away. Visit <http://www.tailofthedragon.com> for recommended rides and road conditions.

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The Tsali Recreation Area, run by the National Forest Service, offers some terrific mountain biking and horseback riding opportunities along with some great scenery. Over 40 miles of single-track trail follow a beautiful lake.

The best use of the Mansion would be to rent it out for a club gathering or some other large group. If you think the Mansion is not your style yet want to visit the area, we encourage you to call Peter toll free at (866)862-4220 and inquire about his other rental properties. He's a modern gentleman and will do what he can to hook you up.

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# ALL NIGHT LONG

Riding around the clock at the first annual Perry Mountain 24-Hour Challenge

## Maplesville, AL 6/1-2

Riders from around the Southeast and as far away as Toledo, Ohio, came to Alabama to take on the Perry Mountain Motorcycle Club 24 Hour Hare Scrambles Challenge. Twenty-six teams and four Ironmen started the race for a total of 150 riders. Leading up to this race, the club did an excellent job of promoting, with eye-catching flyers and web site updates. According to long time enduro expert Gary Barr, the count-down clock on the web site kept his priorities in line on whether to paint the house or prep the bike. The bike was ready.

As always the Perry Mountain club showed true professionalism in sunny ol' Alabama. Having taken a few notes at the Glen Helen 24 hours, they put on a first class event. Staged at Reynolds Pasture, in Maplesville, Alabama, teams checked in and were sent to their assigned spot with a cool real estate type sign showing the team name, class and members. The signs helped the spectators know what team they were watching as they strolled down pit row. It also helped late at night when dazed riders were wandering back to their pits looking for their team.

At ten o'clock Saturday morning, riders were lined up for a LeMans-type start. First off the line were Landon Carter and Matt Stavish, followed closely by fast Randy Mastin, Scott Sears, Carl Ivey and Michael Grizzle. They were followed by a second wave of the iron men and relay team. At the end of

the first lap the top five to come through the scoring tent were Team Dirt Tech, Team Husaberg, Team KTM SE, Team T-Town Boys and the Village Cycle A Team. Soon the riders and teams settled in to start their strategy and rotations.

### Teams & Strategy

Most teams consisted of four to six riders. The name of the game was to ride the same bike for the whole race to be "in the money," which was a \$5,000 purse split between the top three teams. If a team chose to have a second bike ready, it was placed in impound.

Strategy played a key roll in this race. Don Knight, President of Husaberg US, commented his team could have done a better job strategizing. They originally sent their riders out three laps each, which used them up early in the day. They did not notice that

**Photos by Kenneth King, Erica Gossett, and Heidi Hollingshead**

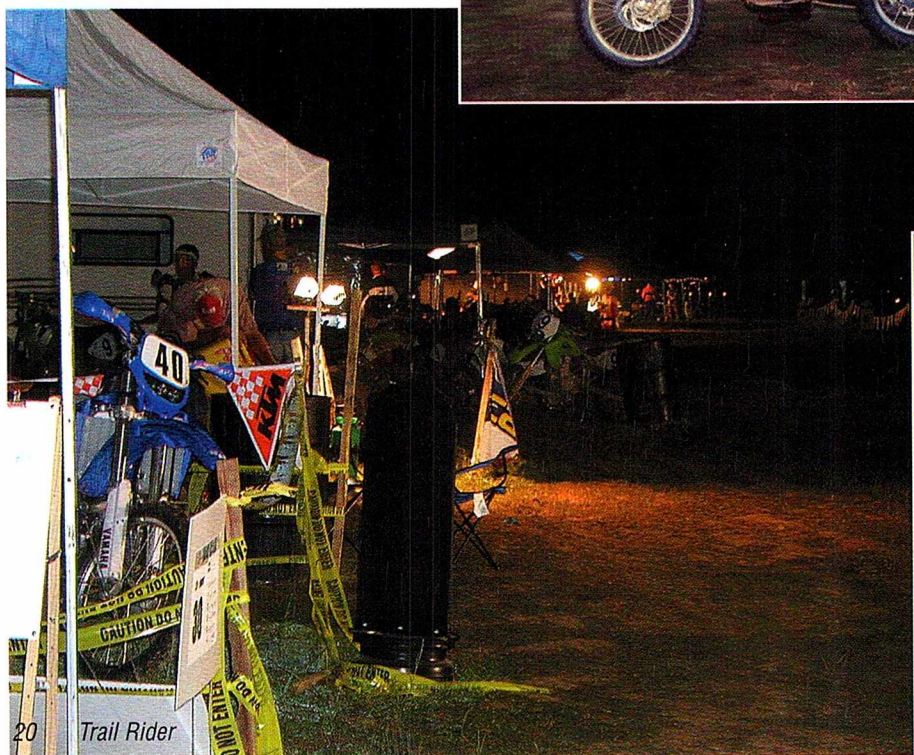
Team KTM SE rotated two laps per rider, then used their faster riders in the middle of the night to gain a significant lead by day break. Other teams thought they might just run four hours each rider, but for some reason, even though you may ride an enduro for four hours, it is not straight and intense like a four hour GNCC. So those plans were quickly changed.

Plans also changed at night, as some riders could deal with the night vision and night dust, while others said they were blind as bats. Other strategies also came into play as it became apparent that some teams would have to change their line up. As with any six-man team, someone has got to be the slower rider, right? So, in order to gain time, the slower rider would either be used sparingly or eliminated altogether. Clay Stuckey, team member and manager of KTM SE, said the key to their success was that he took himself out, because even though he is no slouch by any means, he was his team's weak link, and bragging rights are bragging rights.

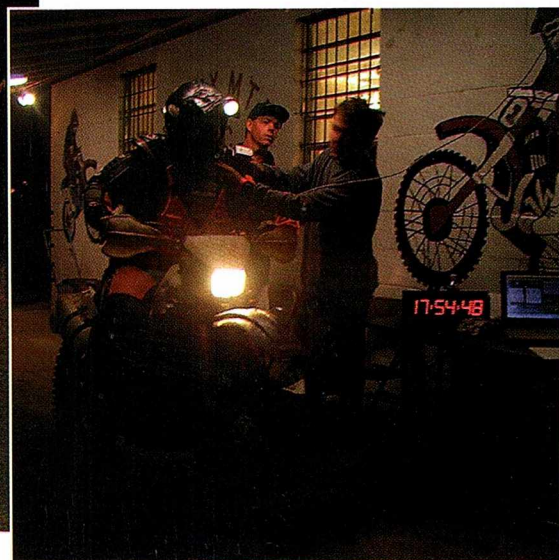
### The Ride

The course was about 10 miles long, made up of tight and open terrain with some gnarly hills and bridges. Lap averages ranged from 25 to 30 minutes each.

As the teams settled into their rotations the day went by pretty quick as excited riders, crews and spectators tried to keep up with who was leading who.



Clockwise from left: Late at night, it's dark on pit row. The #25 bike of Team Husaberg finished on the same lap as the overall KTM Southwest team, but just missed it by minutes (KK photo). Below: Scoring a rider in the wee hours—only six hours to go!





By Suzy Moody

# LONG

ange

## The Story

Pretty soon, everyone was commenting on "who is that guy on the XR400 doing nac-nacs in front of pit row sporting a #1 on his plate?" Next, the word got out he was an Ironman and actually leading the race, by a long shot! Who was this guy? Spectators got out in the woods to see him not only not slow down for a nasty down hill, he actually up shifted! Who was this guy? It was no other than Iron Man Mike Phillips from Vero Beach, Florida. Mike, who is the FTR Hare Scrambles Champion, lead the race for an amazing 6 hours. While the other teams were swapping riders, he just kept going and going and going. By day's end, he logged 180 miles before nightfall and another 40 the next morning just for good measure. He commented, "The long race was a good excuse to buy a new bike!" Mike was truly awe-inspiring; he certainly had the crowd on their feet.

By 6:00 p.m. most teams had done at least one rotation and were well into the second. Jason Reine of team Fast Gas Racing looked kind of dazed and could not believe the race was only one-third over. The temperature of 90+ degrees, the relentless sun and fairly high humidity was taking its toll. Luckily, the sun would start to sink soon and the riders and teams got a shot of rejuvenation with cooler temperatures and a reprieve before nightfall.

Around 7:00 teams and crew were starting the nighttime preps. Lights were installed on the bikes or the night bike was pulled out of impound, little lights



Top: Randy Mastin holds down the fort for the T-Town Boys, the 10th place finishing team. Above: Ironman competitor Mike Phillips led the race outright for the first six hours, took the class win with 21 laps. Below: The overall-winning KTM Southwest team in a pit stop.



## 24 Hours At A Time

by David Sutton

After a long day of work I had a message from my old friend Ken Cox. "Oh no," I thought. I had not picked up the bite valve for my Camelback water system he was holding for me. Ken happens to be co-owner of Pro-Line Motor Sports, the largest and best-stocked motorcycle accessories shop in the Southeast. Talk about a racer's dream shop! Without any hesitation, I returned the call. To my surprise the bite valve was not even mentioned. Ken was putting together a 40+-sportsmen's team for the Maplesville 24 Hour Challenge and wanted me to fill a spot. "Hey, Dave", he said, "I have a good group of guys and a Honda XR400 with plenty of spares, want to ride?" "Heck yeah" was my instant reply. How could I refuse such a good offer? Forty-two years old has some advantages.

The Perry Mountain Motorcycle Club of Maplesville, Alabama, hosted the event. They have been promoting enduros, hare scrambles, two day Qualifiers, and poker runs for many years and they have always put on a good show. After arriving and setting up shop, word was out that the course was ten and a half miles long. It was fairly open and fast but had two tight sections in the mix. The purse was \$5,000, with first place receiving \$2,500, second \$1,500, and third \$1,000. To be eligible for the money the team had to ride the same bike the entire race. Teams using a second bike (which were impounded before the race began) were eligible for a class win, but not the money. A team could have up to six riders. All finishers received a medal and class winners received a trophy for each team member. Twenty-five teams entered the event with four Iron Man (solo riders). Are they nuts?

Team Husaberg (formerly Team Gas Gas) showed up with the very impressive team of all AA riders that included Matt Stavish, Nolan Knight, Clay Boreing, Rodney Judson, Terry Cunningham, and Matt Joachem. The KTM Southeast team consisted of a group from the SETRA ranks. AA riders Allen Gravitt, Tommy Veator, and Michael Grizzle were joined by A riders Mitch McRee, Arty Spencer, and southeastern KTM Rep Clay Stuckey.

I had a feeling these two teams would duke it out, and I was proven right as Team Husaberg wasted no time by taking the lead on a Grand Prix start. KTM Southeast stayed within striking distance and took the lead after the fourth lap. Both teams were turning lap times that varied from twenty-five to twenty-eight minutes. Team Husaberg retook the lead at nightfall for a couple of hours then it see-sawed back and forth for the better part of the night.

Meanwhile the story of the day had to be that of multi-time Florida Trail Riders hare scramble champ Mike Phillips of the Ironman (solo) class. Phillips was running among the leaders before retiring for the night at 8:30 p.m. He put in 17 laps (or almost 180 miles!). "I wish the pay-out was at ten tonight instead of ten in the morning," said Phillips as he checked his XR-400 out for adjustments. Man-oh-man—pay him anyway! Oh well, as daylight set in, KTM Southeast had the lead and held on to the finish winning by three minutes and 43 seconds over team Husaberg. Pretty close for 24 hours of racing! Both teams completed 53 laps.

The Perry Mountain club did a great job. In the middle of the night a bridge went out. Not to worry. They rerouted it in no time. Hats off to you gentlemen—you could not tell this was their first 24 hour event. They seemed to be seasoned veterans. Congratulations to the KTM Southeast team. It's obvious the SETRA series produces some fast cats. Personally, I had a blast. I never knew night was so black and 24 hours was so long. I now know I can get so much more done in one day! ▲





Contributor David Sutton spends a brief amount of time leading the Husaberg team, while winning the 40+ Sportsman class with the Pro Line Motorsports team. (EG photo)

were installed on the helmets and the best night rider would be up for the first full night lap.

#### Night Time Boogies

My how things change when the sun goes down. Of course lap times got a little longer and riders had their own adjustments to make. But night riding is a whole new experience. Most riders remember when they were kids they would go off trail riding at night with their buddies. The exhilaration of the cool breeze against their face and the dark woods around you made for some great old memories. Riding a serious race in the dust at night is another story, but some rid-

ers rose to the occasion. Like Allen Gravitt, who said, "That was the most fun I think I have ever had on a motorcycle!" His night lap times were just about as good as his day laps. Jason Moody of Team Hedgehog commented that night riding was like "swimming underwater." Others thought it was easier to ride at night instead of daytime, since you had no chance to see what might jump out at you. The Perry Mountain club even put reflector tape on the bridges and some strategic trees to help the riders. (See inset for an overview of lighting set-ups).

#### The Zombie Shift

It is true, the Zombies do come out after midnight. Try as they might, most riders and spectators were spent by midnight and had to call it a day. If it was not your turn to ride, you were trying to get some sleep. Still in the pits there were the freaky diehard crews that refused to give up or were just coming onto their shift. A heavy Alabama dew settled into the area, soaking everything and even making the trails muddy and the bridges downright dangerous. Crews and riders started to question decisions and strategies. Who goes next? When did we change brake pads last? What about the tires? Who is out there now?

It was weird, it was like what little reasoning brain matter was left was not in good shape and most folks knew that. So, everything was double-checked. The hardest thing was having to wake the next rider, who knew if they were sleeping it was not for long and their body was screaming for eight hours, not one and half. Troopers as they were, the riders got up, put on the wet gear and marched out for duty. Their crew put them on the bike and pointed them in the right direction.

#### Daybreak

The big question of the pre-dawn morning was

#### Perry Mountain 24 Hour Overall Results

Place	Team	# Lap	Finish Time
1	#21 - KTM Southeast	53	0:06:49
2	#25 - Team Husaberg	53	0:10:48
3	#10 - Hedgehog	50	0:11:15
4	#30 - Dirt Tech	50	0:23:00
5	#23 - Bar Hoppers	49	0:01:51
6	#20 - Village Cycle A Team	48	0:13:50
7	#26 - Cycle Products Offroad	48	0:16:53
8	#40 - Team Spaceport	48	0:21:08
9	#11 - Canton Racing	47	0:22:02
10	#22 - T-Town Boys	45	0:00:48
11	#12 - Fast Gas Racing	45	0:20:24
12	#70 - Sunday Social Club	45	0:27:59
13	#62 - Village Cycle B Team	44	0:11:22
14	#24 - Adams Motorsports	44	0:15:08
15	#66 - Flight 520	43	0:10:3
16	#71 - SKY Racing	42	0:02:02
17	#50 - River City Racing	42	0:17:28
18	#64 - Kingsport Kawasaki	41	0:08:16
19	#51 - NFSAMC	40	0:26:52
20	#61 - Mikes Cycle Center	39	0:26:42
21	#72 - Memphis Motorcycle Club	36	0:18:21
22	#80 - Pro Line Motorsports	35	0:21:47
23	#60 - Team BBS	35	0:25:23
24	#63 - Tumble Bug Racing	31	0:04:28
25	#9 - Team Turkey	28	0:03:58
26	#65 - Outlaw Racing	27	0:05:27
27	#1 - Mike Phillips	21	0:06:22
28	#3 - Tim Nagy	16	0:15:05
29	#4 - Mark Evans	15	0:28:27
30	#2 - Chuck Elam	13	0:00:10

"when will the sun rise?" At exactly 5:36 a.m., a sudden glow came over the horizon to the east, we all saw it, and it sent chills down your back. The daylight we were all waiting for had just shown itself. Soon the lights came off the helmets and the bikes, wheels were changed for the last time. Any new maintenance was done at daybreak, so when the sun was up full the teams were ready with their fast riders and it was a

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## 24 Hour Team Results

### 1st Overall

#### #21 KTM Southeast KTM

Allen Gravitt  
Mitch McRee  
Tommy Veator  
Arty Spencer  
Michael Grizzle  
Clay Stuckey

### 2nd Overall

#### #25 Team Husaberg Hbg

Matt Stavish  
Nolan Knight  
Clay Boreing  
Rodney Judson  
Terry Cunningham  
Matt Joachim

### Ironman

#### #1 Mike Phillips Hon

Buddy Relay  
#9 Team Turkey  
Baynard Starr  
Ryan Patridge  
Richard Barrett, Sr  
Darren Atchison  
Jonathan Butler  
Tony Maske

### 250 A Expert

#### #10 Hedgehog KTM

Clay Hedgepath  
Aaron Sanders  
Chad Froman  
Jason Moody  
Shad Ricketts  
Steve Gordan  
Open A Expert

### 30+ A Expert

#### Dirt Tech Yam

Glenn Hollingshead  
Dave Crain  
Brad Belcher

Dwight Rudder

Landon Carter

Johnnie Borders

### 40+ A Expert

#### Team Spaceport Yam

Conrad Eigenmann  
Randy Faul  
Scott Sears  
Robin Frey

### 250 Sportsman

#### River City Racing Yam

Dustin Harwood  
Eddie Gossett  
Stan Taylor  
Andrew Stanfill  
Patrick Jones  
Brandon Jones

### Open Sportsman

#### Village Cycle Center-B

#### Team KTM

Carl Ivey  
John McCallum  
Michael Belcher  
Kyser Smith  
Robert Cowles  
Terry Roberts

### 30+ Sportsman

#### Sunday Social Club Yam

Gary Barr  
Mark Klein  
James Embro  
Herb Coleman  
David Croot

### 40+ Sportsman

#### Pro Line Motorsports Hon

Ken Cox  
Tim Stephens  
Jim East  
Mark Sheats  
David Sutton



Mike Grizzle, of the KTM Southwest team launches it in the dark. This is what it takes to win! (KK photo)

Team Spaceport, from Florida, took first place in the 40+ A Expert class smoking 48 hot laps. The River City Racing Team won the 250 Sportsman class, making 42 laps, while Team North Florida South Alabama M/C chased them, logging 40 laps.

The Village Cycle Center B-Team won the Open Sportsman class doing 44 laps, followed by Team Flight 520 with 43 laps, Kingsport Kawasaki (41), Mikes Cycle Center (39), Team BBS (Beg, Borrow & Steal) (35), Team Tumble Bug Racing (31) and in seventh place for the well participated 250 Sportsman class was team Outlaw Racing, hanging with 27 laps.

The not so right Sunday Social Club smoked the 30+ Sportsman class laying down 45 laps, followed by SKY Racing with 42 laps and the Memphis Motorcycle

Club with 36 laps for third place.

Team Pro Line Motorsports took top honors in the 40+ Sportsman class, motoring through 35 fun filled laps.

There was also a Buddy Relay class, which allowed the riders to ride their own bikes. A team of very spry distinguished-looking gentlemen of Team Turkey won this class. Too polite to ask, I would sure love to know the average age of these guys because they hung with the young'uns just fine.

To mention the Ironman class you have to look at what the rest of the field did. Now most teams had six riders, 146 total team riders went 1108 total laps. This is an average 7.5 laps per rider for the whole race. Mike Phillips, who led the race for a good part of the day, won the Ironman class putting in an amazing 22 laps at 10 miles per lap. He thrashed his XR400 for 220 miles. Tim Nagy logged a tough 16 laps, followed so close by Mark Evans with 15 laps and Chuck Elam running 12 laps. Each of these riders showed true grit.

### The Closer

This was truly a "team" event, each team worked together to overcome all obstacles, failures and fatigue for a single goal, to complete the Perry Mountain 24 Hour Challenge. As far as I could tell, there were no DNF's, which is further evidence that those who came to south Alabama were there to win. And no matter how they came out in the standings, I think each participate will tell you they were winners, because they persevered as a team.

The Perry Mountain club were also winners, again showing us all how to put on a first class event. It was agreed by all, we hope to see more events like this in the future. Maybe a series? Just one more! See ya next year. ↑

race again. Spectators, crew and riders started to wander back to the pits, "What can we do?" "What place are we in?" "who's leading?" "Who needs coffee?" It was now time to get down to business.

### Race to the End

It was simply amazing to see that after 20-some hours, there were many teams close together. The race for overall was down to Team KTM SE and the Husaberg Team; they were within about nine minutes of each other by full daylight. Team KTM SE had the advantage due to some nighttime strategy, but according to Don Knight and Team Husaberg, "The fat lady was not singing yet." They put their fast guys out there, like Rodney Judson and Matt Stavish and told them to ride like the wind. Team KTM kept to their original lineup and finished the day with Allen Gravitt and Tommy Veator. Both these teams completed 53 laps. Team Hedgehog took third overall completing 50 laps, followed closely by Team Dirt Tech, also with 50 laps.

### How They Finished:

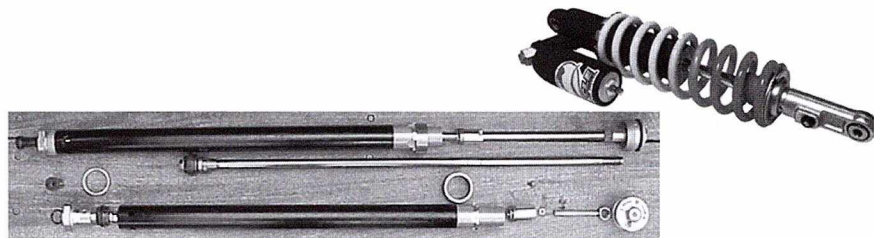
When the fat lady did sing, Team KTM SE won overall by a mere three minutes ahead of Team Husaberg, both first and second out of the Open A Expert class. The rest of the Open A Expert class finished like this: Team Bar Hoppers (49), Village Cycle Center A Team (48), Cycle Products Offroad (48), Team T-Town Boys (45), Adams Motorsports rounded out the Open A Expert Class. Again, the competition was intense; with so many teams matching each other lap for lap.

Team Hedgehog (50) nailed down first in the 250A Expert class and third overall, followed by Team Canton Racing (47) and Team Fast Gas Racing, with 45 laps for third and fourth place in the 250A Expert class.

Team Dirt Tech took first place in the +30 A Expert class and fourth overall.

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The VOR east coast rep is fairly close by in New York state, and rumor has it we're going to get together with him real soon, so look for a test on a VOR some time in the season to come.

#### **Enduro EN400/450/530**

Single cylinder four-stroke liquid cooled engine with gear driven single overhead camshaft. Four-valve head. Cu Be2 valve seats and guides. Bore and stroke 97 x 71mm, (97 x 60.1mm), (92 x 60.1mm), Displacement 525cc, (445cc), (399cc). Compression ratio: 11.8:1 (12.2:1) (12.2:1). Carburetor: Dell'Orto VHSB Ø38 flat slide. Lubrication forced by pump in wet crankcase. Hydraulic operated wet multi-plate clutch. Removable 5 speed gearbox. Ducati electronic wet ignition. Electric and kick starter with automatic compression release. Frame: Hardened and tempered chrome molybdenum alloy steel double beam frame. Suspension: Front: upside down 46mm Paioli-Kayaba



**MX530**

fork, travel 295 mm. Rear: Progressive system with Paioli shock absorber, travel 315 mm. Forged and adhesive-bonded aluminum swingarm. Brakes: Front 270mm Braking disc, rear 220mm Braking disc. Dimensions: Wheelbase 1485 mm, Dry weight 118 kg., Fuel tank capacity 9 litres (2.2 gallons), Tires front 90/90-21, rear 140/80-18.

#### **Motocross MX400/530**

Single cylinder four-stroke liquid cooled engine with gear driven single overhead camshaft. Four-valve head. Cu Be2 valve seats and guides. Bore and stroke 97 x 71 mm. Displacement 525 cc. Compression ratio 11.8:1. Carburetor: Dell'Orto VHSB Ø38 flat slide.

Lubrication by depression in dry crankcase. Hydraulic operated wet multi-plate clutch. Removable three-speed gearbox. SEM electronic ignition. Kick starter with automatic compression release. Frame: Hardened and tempered chrome molybdenum alloy steel double beam frame. Suspension: Front: upside down fork Paioli-Kayaba 48mm, travel 305 mm. Rear: Progressive system with Paioli shock absorber, travel 315 mm. Forged and adhesive-bonded aluminum swingarm. Brakes Front Braking Wave disc 270 mm, rear Braking Wave disc 220 mm. Dimensions: Wheelbase 1485 mm, Dry weight 108 kg, Fuel tank capacity 9 litres (2.2 gallons), Tires: Front 90/90-21, Rear 130/90-19. ⬆

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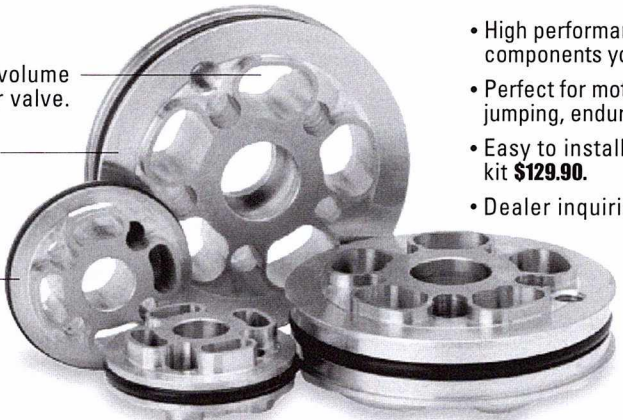
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# OVER THE

## Neil Dennett moves into the points lead with two big wins

### Tri-State Enduro Round 5, Oxford, MA 7/21

The Tri-State Trail Riders may have thought they were being funny when the club put the phrase "fully air-conditioned course" in the ad for the 2002 Tri-State Enduro. As it turned out, it was actually a beautifully cool day with perfect conditions. A rare July rain fell mid week which kept the dust down and also brought along with it a cool front to provide some relief from the hot New England summer.

Cliff Cycles KTM rider Neil Dennett capitalized on the conditions to pull down his first win of the 2002 NETRA enduro series. While Pat Timothy had set the series on fire after winning the first two rounds, followed by Anthony Geraci's win at round three and Jim Price's win at round four, Dennett quietly finished consistently near the top each time. Because of his consistency, he now holds firmly to the points lead, with a six-point advantage over former champ, Razee KTM's Hans Neff.

Neff chased Dennett for second overall today, followed by Carl Andrews, the always-consistent Rick Claxton, and Jim Price rounded out the top five. Andrews rode home with the A High Point trophy after an impressive ride on his KTM. B High Point went to Peter Kates, also on a KTM. Joe Bachiochi roosted his Yamaha to his first C High Point, congratulations Joe! "Cousin" Bill Johnson took top honors in the Super Senior class, while Tom Farley rode his E-Line/BB KTM uncontested in the Masters class. Kathy Korn beat out Deb Quinn for the Women's class win.

The Tri-State club put together a fun, yet quite challenging course. Similar to last year's event, there were a few known controls on the course to let riders capture back a few lost minutes between sections. Using the known controls makes for an interesting day, as the event becomes almost like an FIM-rules enduro, where the riders race through a timed section, then cruise over connector trail and road onto the next timed section. It's an interesting twist on the brand-x rules used throughout most of New England.

The club laid the course through some great rocky single track in the Douglas, Massachusetts, area. The woods in this region have no real "stoppers," just miles and miles of rocky trail. Not those nice, smooth, rounded rocks, either. They are the jagged sort that provide a real suspension test and do a number on the bike and body.

With the season nearing the halfway point, things are definitely getting interesting. Dennett and Neff have each put their work credits in already, so they are racing for the championship on even terms. So far,

Dennett's consistency has put him on top. Given the depth of the field behind him, he will need to continue if he plans to hang on to the lead for the rest of the season.

Now, we didn't attend the Berkshire Trail Riders Lip-Flapper enduro on August 4th, but we can tell you it was a typical BTR quality event. Neil Dennett continued his win streak there and took the overall with a

19-point score. He was pressured by Jim Price, but Pricey couldn't get in front of him and finished second overall with a 20. Dave Gunn and Hans Neff tied with 22 each, but the emergency seconds decided



Above: Carl Andrews slashing his way to High Point A at Tri-State. Right: Neil Dennett moved into the lead with consistent finishes and three big wins. Below: Peter Kates won the B High Point trophy at Tri-State.





# TOP

third place for Gunn. Rick Claxton finished up the top five with a 24.

Two wins in a row, along with his already consistent scores previous, pushed Dennett right to the front of

the pack with a commanding lead. All eyes were on him for the new Rhody enduro, and he didn't disappoint.

## Time Creeper Enduro

Round 7, Exeter, RI 8/11

Neil Dennett added another win at round seven at the Rhody Rovers Time Creeper enduro, edging out Anthony Geraci by one point. Hans Neff, Rick Claxton and Jerry Randall were all tied for third place overall with nineteen points for the day. After accounting for emergency points, Neff edged out Claxton for third, with Randall finishing fifth.

A big tip of the helmet to Jerry Randall for beating all but four of the fastest riders in New England, most of whom are ten to twenty years younger. Jerry Randall is an inspiration to everyone who thinks that they are "over the hill." Just like Dick Burleson, Randall seems to get smoother and faster with age. Keep it up, Jerry!

Peter Tanner, man-in-charge at the Rhody Rovers' Time Creeper enduro explained how lucky they were to even have an enduro on the schedule this year. Disputes with the Rhode Island DEM kept the event to mostly private property. The little bit of the R.I. State Forest system used was limited to dirt roads at a 12 mph speed limit, and was only used to connect two private property trail systems.

Nonetheless, the Rhody Rovers put on a real blast of an event. Starting out of a new area, a privately-owned parcel, the event seemed more like an ECEA Jersey run, with tight, twisty single track running between pines. Lack of any rain for over a month made for

dusty conditions, but also made the normally loamy soil seem like sand, as the berms turned into baby powder on impact.

The new trails were an absolute blast to ride, and the scores showed how much fun the 24 mph section was, with scores in the low single digits. Tight but fast twisty single track made up the entire first section, with only a few rocks here and there on the near-virgin trails.

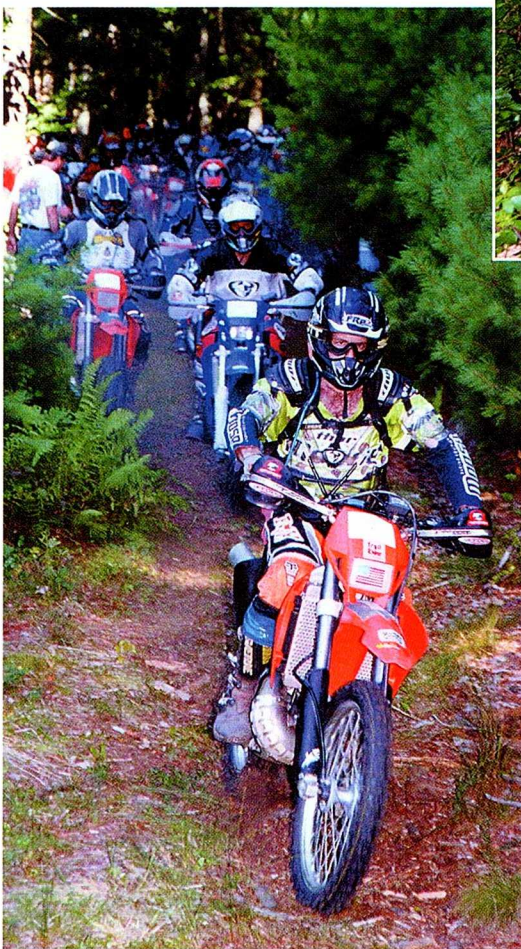
Even without rain for several weeks, mud was prevalent in the second section. Catching many riders off guard were about a half-dozen mud holes in the low-lying section. While some riders chose to tackle the mud head-on, those less inclined to push chose alternate lines around. Scores varied in this section, depending on quality of line choice.

In the last section before the gas stop, riders and fans were treated to a short stretch of grass track, followed by some tight and slimy woods. The trail went back and forth from muddy to dusty as the elevation teetered above and below the water table level. A short stretch of grass track wound its way to the check-out and into gas. The gas stop was strategically placed right there at the grass track spectator area, making for a convenient pit area.

A long stretch of tar and the aforementioned 12



## Photos by Denise Bernier



Left: Mike Carlon leads the line away from a known control. Below: Norman Roy was the C High Point winner at Rhody. Top: Anthony Geracci won the AA class at Rhody.







Dave Carlson, Jr. won the A Four Stroke class at the Rhody.

mph dirt road through the State Forest made things a little boring, but the Rhody Rovers really did the best they could have, given the circumstances they had to deal with. Once the long, slow connector ended, the action heated right back up with a long, fast section of cart path and single track. Visibility was quite difficult, depending on whether you were leading or following in this section. Good visibility allowed for a quick pace, but poor visibility warranted caution on the rocky cart paths.

<b>Tri-State Enduro</b>		1. Mark Toth	KTM	1. Gary Ryan	KTM	2. Chris Wolfe	KTM
<b>Class Results</b>		2. Keith Goodell	KTM	2. David McKosky	KTM	3. James Firth	KTM
<b>Overall High Point</b>		<b>A Four-Stroke</b>		3. Dave Galisewski	KTM	<b>C Four-Stroke</b>	
Neil Dennett	KTM	1. Pat Armstrong	CRE	<b>B Four-Stroke</b>		1. Louis Saccoccio	Hon
<b>A High Point</b>		2. Shawn Mason	Hon	1. Greg Smith	Hon	2. Sumner Chapman	KTM
Carl Andrews	KTM	3. John Morrison	KTM	2. J. Ledellaytner	Suz	3. Norman Noble	Yam
<b>B High Point</b>		<b>A Veteran</b>		3. John Considine	KTM	<b>C Vet</b>	
Peter Kates	KTM	1. Gilles Trepanier	KTM	<b>B Veteran</b>		1. David Lynch	Yam
<b>C High Point</b>		2. Austin Jalbert	CRE	1. David Oram	KTM	2. Normand Roy	Hon
Joe Bachiochi	Yam	3. David Dugas	CRE	2. Don Quinn	Yam	3. Michael Ledoux	CRE
<b>AA</b>		<b>A Senior</b>		3. David Gargiulo	G-G	<b>C Senior</b>	
1. Hans Neff	KTM	1. Kevin Corbeil		<b>B Senior</b>		1. Laird MacPherson	Yam
2. Peter Tanner	KTM	2. Roger Rodrigue	Hus	1. Brian Chapman	Kaw	2. Jeffrey Clark	Hon
3. Rick Claxton	CRE	3. Ronald Pratt	G-G	2. Dick Mitchell	KTM	3. Benjamin Rush	Kaw
<b>A Bantam</b>		<b>B Bantam</b>		3. Ronald Lemieux	Suz	<b>Super Senior</b>	
1. Mike Carlon	KTM	1. Mike Mason	KTM	<b>C Bantam</b>		1. Bill Johnson	Hon
2. Mark Beauregard	G-G	2. David Olive	KTM	1. Kevin Tierney	KTM	2. Irv Witkop	KTM
3. Martin Griff	KTM	3. Peter Kelly	KTM	2. Robert Costa	Hon	3. Michael Suriani	KTM
<b>A Light</b>		<b>B Light</b>		3. Michael Suriani	Kaw	<b>Masters</b>	
1. Art Korn	Hon	1. Daniel Marrs	Hon	<b>C Light</b>		1. Tom Farley	KTM
2. Alan Ross	Hon	2. Dennis Carr	Hon	1. Wesley Lohr	CRE	<b>Women</b>	
3. Larry Silvia	G-G	3. Kabraul Tasha	CRE	<b>C Heavy</b>		1. Kathy Korn	Kaw
<b>A Heavy</b>		<b>B Heavy</b>		1. Michael Brassard	Hon	2. Debra Quinn	Kaw

The last two sections created some confusion. The clock was off by two minutes at check 10, causing most riders to burn the check by two minutes. Depending on the reaction, riders showed up either early again or on time at check 11, where the clock was also two minutes early. Dust also created havoc in this final section, which was mostly a re-run of the first section, only in reverse.

After discovering the error, the club decided to toss the scores at checks 10 & 11, but count the points lost at check 12, which seemed the fairest way to go. Once accounting for this, Neil Dennett found himself atop the podium with a 16-point score. Geraci dropped 17, followed by Neff, Claxton and Randall who all dropped 19.

Randall's 19 earned him High Point A, while Daniel

Marris rode his CRE to High Point B. Normand Roy went home with the biggest trophy in the C class, taking the C High Point on his Honda. Irv Witkop was the fastest Super Senior rider of the day, while Tom Farley again rode uncontested on his E-Line/BB KTM 400 RFS for the Masters class win. Debra Quinn also rode uncontested, taking the Women's class win on her Kawasaki.

Short but sweet is the best way to describe the 2002 Time Creeper enduro. Good thing too, as the temperature topped out in the 90's. Red Bull sponsored a free catered lunch that even Ed Hertfelder would be proud of. Burgers, dogs, BBQ chicken, fresh fruit, cookies, beverages and of course, ice-cold Red Bull were available to make sure everyone had enough energy to hang around while the club figured out the scoring

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Steve Peloquin was the top A Senior finisher at Rhody's Time Creeper enduro.

details. Even though the club was handicapped by lack of access to any state trails, they still put together a really fun ride.

Certainly a big thank you must go out to all of the private land owners who allowed the club to put on the event, and hats off to the Rhody Rovers for doing such a good job with what little they had to work with. For now, the season takes a month-long break until the next round on September 15, the King Philip Big Stones National Enduro. ↑

<b>Time Creeper Enduro</b>		
<b>Overall High Point</b>		
Neil Dennett	KTM	
<b>A High Point</b>		
Jerry Randall	KTM	
<b>B High Point</b>		
Daniel Marris	CRE	
<b>C High Point</b>		
Normand Roy	Hon	
<b>AA</b>		
1. Anthony Geraci	KTM	
2. Hans Neff	KTM	
3. Rick Claxton	CRE	
<b>A Bantam</b>		
1. Mike Carlon	KTM	
2. John Day	Yam	
3. David Harris	G-G	
<b>A Light</b>		
1. Scott Hoginski	CRE	
2. Bill Sironen	KTM	
3. Art Korn	Hon	
<b>A Heavy</b>		
1. Mark Toth	KTM	
2. Doug Simone	G-G	
3. Keith Goodell	KTM	
<b>A Four-Stroke</b>		
1. Dave Carlson, Jr.	Yam	
2. Shawn Mason	Hon	
3. John Morrison	KTM	
<b>A Veteran</b>		
1. Gilles Trepanier	KTM	
2. Sam Fischer	CRE	
3. Geoff Wurlitzer	CRE	
<b>A Senior</b>		
1. Steve Peloquin	G-G	
2. Roger Rodrigue	Hus	
3. Kevin Corbell	Hon	
<b>B Bantam</b>		
1. Jeff McDougal	KTM	
2. Don Schucht	KTM	
3. Mike Mason	KTM	
<b>B Light</b>		
1. Dennis Carr	Hon	
2. Peter Belanger	KTM	
3. Dave Wernersbach	Yam	
<b>B Heavy</b>		
1. Gary Ryan	KTM	
2. Dave Galisewski	KTM	
3. Ron Lindsey	G-G	
<b>B Four-Stroke</b>		
1. Greg Smith	Hon	
2. John Przybylski	Hon	
3. Steven Dombek	Hon	
<b>B Veteran</b>		
1. Peter Kates	KTM	
2. Lance Brown	Hon	
3. Don Quinn	Yam	
<b>B Senior</b>		
1. Russ Waters	Kaw	
2. Bob Drapcho	G-G	
3. Brian Chapman	Kaw	
<b>C Bantam</b>		
No competitors		
<b>C Light</b>		
1. Wesley Lohr	CRE	
2. Gene Howe	KTM	
3. Pete Menard	KTM	
<b>C Heavy</b>		
1. Richard Hannan		
2. Chris Wolfe		
<b>C Four-Stroke</b>		
1. Sumner Chapman	KTM	
2. Norman Noble	Yam	
3. James Daniel	Yam	
<b>C Vet</b>		
1. Paul Keller, Jr.	Yam	
2. Michael Waters	G-G	
3. Michael Ledoux	CRE	
<b>C Senior</b>		
1. Jim Tyer	KTM	
2. Tom Law	G-G	
3. Randall Spargo	KTM	
<b>Super Senior</b>		
1. Irv Witkop	KTM	
2. Dave Matheson	Hon	
3. Paul Lussier	KTM	
<b>Masters</b>		
1. Tom Farley	KTM	
<b>Women</b>		
1. Debra Quinn	Kaw	

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## AMA-SUZUKI 2 DAY NATIONAL DUAL SPORT // TRAIL RIDE



OCTOBER 12&13, 2002

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Course is rated easy to challenging – This year's course (both days) will be more challenging for those who want to experience primo South Jersey trail. Of course there will be jeep type roads to by-pass the more difficult sections.  
*This is our third year of hosting a Nat 2 day and we have listened to what the riders want and think this year's course will please everyone.*

Sat: approx. 125 miles Sun: approx. 80 miles

Gas will be available every 45 miles (both days) Lunch will be provided on course, Sunday only

**YOU WILL NEED A FUEL CAN FOR START AREA ON SAT. (NO FUEL AT START)**

This event is 95% off-road!!! Meteor M.C. will have club members stationed every 15 miles on course to assist if needed.

**DUE TO THE ANTICIPATED NUMBER OF ENTRANTS WE WILL HAVE A 400 RIDER CUT-OFF**

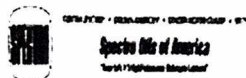
ENTRY FEE (S): 2 DAYS \$80.00 PRE-ENTRY: 2 DAYS \$70.00 ALL FEES INCLUDES DINNER SAT  
1 DAY \$45.00 1 DAY \$40.00 AND LUNCH SUN.

SIGN-UP TIMES: SAT 6am - riders meeting at 8:30am – last rider out by 10:00am  
SUN 7am – riders meeting and giveaways 9 – 10am – last rider out by 11am

**Riders must have: motorcycle license, registration for bike and insurance for bike!  
AMA MEMBERSHIP IS REQUIRED AND WILL BE AVAILABLE AT SIGN-UP**

Thanks to our sponsors there will be plenty of contingency prizes to be given away!

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**MAIL ENTRIES TO: Meteor Motorcycle Club Inc. 439 Schaeffer Avenue Deptford, NJ 08046**

### RELEASE AND WAIVER OF LIABILITY AND INDEMNITY AGREEMENT

Description and location of event: AMA/SUZUKI 2 DAY NATIONAL DUAL SPORT TRAIL RIDE, JENKINS, NJ OCTOBER 12 & 13, 2002

I hereby give up all of my rights to sue or make any claims whatsoever against the American Motorcycle Assoc., and its district organizations, the East Coast Enduro Assoc., the Meteor Motorcycle Club Inc., the sponsors, and any other persons or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while on the premises. I know the risks of danger to myself and my property while participating in the event and while on the event premises and am relying upon my own judgement and abilities, and assume all such risks of loss and hereby agree to reimburse all costs to those persons or organizations connected with this event for damages incurred as a result of any injury that I cause. I also agree that I should not participate in such an event without proper insurance coverage.

Signature: I have read and understand this waiver \_\_\_\_\_ Date: \_\_\_\_\_

PLEASE PRINT

NAME \_\_\_\_\_ AGE \_\_\_\_\_ PHONE(\_\_\_\_) \_\_\_\_\_

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

AMA# \_\_\_\_\_ EXP \_\_\_\_\_ MAKE OF BIKE \_\_\_\_\_ YR \_\_\_\_\_ DISPLACEMENT \_\_\_\_\_

DAY(S) RIDING: BOTH DAYS \_\_\_\_\_ SAT ONLY \_\_\_\_\_ SUN ONLY \_\_\_\_\_

PASSENGER YES \_\_\_\_\_ NO \_\_\_\_\_ NAME \_\_\_\_\_ RELATIONSHIP \_\_\_\_\_





39<sup>th</sup> Annual

# DELAWARE STATE NATIONAL ENDURO

Presented by Delaware  
Enduro Riders

October 27<sup>th</sup>, 2002 Delaware City, DE 7:00 AM



**\$35 pre entry fee.** Pre-entries will receive a commemorative gift. Embroidered year 2002 finisher patches to finishers while supplies last. Pre-entries must be in our hands by the **drawing date: October 18.**

**Information.** This Enduro will be 100 miles of the East Coast's finest trails. Everyone rides the same course to the finish. There will be plenty of opportunity for spectating. Spectator sheets will be available at the sign-up area on Sunday morning only. There will be two gas stops at different locations away from the start. You will need two gas cans.

**Awards** will be in the form of plaques and given out 5 per A class and 10 per B and C classes.

**Food.** The Delaware City Fire Co. Ladies Auxiliary will provide great food at the Del. City Fire hall where signup will be located. There will be a spaghetti dinner Saturday evening and a pancake and sausage breakfast on Sunday. More specialty food items will be served during the day on Sunday.

**Directions to start:** The camping area and start is located at the National Guard Armory, Gov. Bacon Health Center, Delaware City, DE. Follow arrows from US Rt. 13/Rt. 1 and DE Rt. 72 to Delaware City. Signup will be in the fire hall in Delaware City, 2 miles from the camping area.

**Requirements:** All riders must have a valid driver's license and a registration for the plate attached to the motorcycle. All machines must be fitted with a securely attached muffler. There will be a sound test at the start. All entrants must have a valid A.M.A. card (\$32 available at the sign-up tables) and E.C.E.A. card (no charge - available on Saturday only between 1:00 PM and 8:00 PM)

**Motels / Hotels: Route 13 & 40 (15 miles):** Econo Lodge - 302-322-4500; Quality Inn - 302-328-6666; Rodeway Inn - 302-328-6246; Budget Motor Lodge - 302-322-1800; Knights Inn - 302-328-6691;

**I-95 and Route 273 (13-15 miles):** Comfort Inn - 302-368-8715; Holiday Inn - 302-737-2700; Macintosh Inn - 302-453-9100; **I-95 and Route 7 (10 miles):** Shoney's Inn - 302-368-2400; Red Roof Inn - 302-292-2870; Fairfield Inn - 302-292-1500.

**For further information:** [www.delawareenduroriders.com](http://www.delawareenduroriders.com) or call 302-834-4411 (Charlie Stapleford - Referee).

**Detach and mail entry form to:** Delaware Enduro Riders, PO Box 68, St. Georges, DE 19733

**THIS IS A RELEASE AND INDEMNITY AGREEMENT - READ IT BEFORE SIGNING**  
**DESCRIPTION AND LOCATION OF EVENT:** Delaware ENDURO, Delaware City, DE

I hereby give up all rights to sue or make claim whatsoever against the American Motorcyclist Association and its district organizations, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event, for any injury to property or person that I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event, or while I am on the premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

THIS IS A RELEASE \_\_\_\_\_ DATE \_\_\_\_\_  
ALL RIDERS MUST BE 18 YEARS OLD SIGNATURE OF PARTICIPANT

NAME: \_\_\_\_\_ ECEA#: \_\_\_\_\_

ADDRESS: \_\_\_\_\_ AMA#: \_\_\_\_\_ Expires: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

PHONE: \_\_\_\_\_ RIDER'S AGE: \_\_\_\_\_

AMA CLUB NAME: \_\_\_\_\_ BIKE MAKE: \_\_\_\_\_ DISPLACEMENT: \_\_\_\_\_

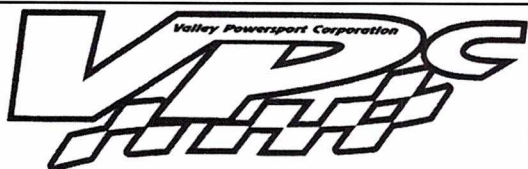
**Circle Class:**

National AA	A 86-200	B 86-200	C 86-200	Master(60+)
Regional AA	A 201-250	B 201-250	C 201-250	Women
	A Open(251+)	B Open(251+)	C Open(251+)	Dual Sport
	A 4 stroke Light	B 4 Stroke Light	C 4 Stroke Light	C Senior
	A 4 stroke Heavy	B 4 stroke Heavy	C 4 stroke Heavy	
	A Vet(30+)	B Vet(30+)	C Vet(30+)	
	A Senior(40+)	B Senior(40+)		

*C-classes are for beginners/ points are accrued to achieve B-rider status. Vet/Senior/Super/Master are based on age and can ride any bike they desire.*

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Carolina to the hills of Tennessee with a little bit of everything thrown in between. Can anyone stop Stuckey? Will it be a "three-peat"? We'll soon see as it all starts again September 22! Stay tuned. **▲**

**2001-2002 SETRA Hare**

**Scrambles Results**

**Overall Champion**

Rod Stuckey

**AA**

1. Doby Leonard
2. Randy Hawkins
3. Lee Stephens
4. Eric Rentschler
5. Jason Ward

**200A**

1. Scott Mount
2. Russell Bobbitt
3. Bryan Henson
4. Mark Kelley
5. Bryan Grant

**250A**

1. Steward Baylor
2. Keith Bowman
3. Nate Phillips
4. Toby Boyd
5. P. A. Heavner

**Open A**

1. Chris Hicks
2. Steve Henson
3. Mitch McRee
4. Paul McCall
5. John Carr

**Four-Stroke A**

1. Mark Hutchinson
2. Mark Lee
3. Shaun Dailey
4. Steve Hardeman
5. Daniel Monsrud

**200B**

1. Andrew Kendrick
2. Josh Leigh
3. Alan Clark
4. Stephen Webb
5. Justin Tucker

**250B**

1. Gary Carrier
2. Bradley Hicks
3. Steve Peek
4. Mark Loyd
5. Chad Wood

**Open B**

1. Kenny King
2. Bryan Hensley
3. Jason Jones
4. Adam Delph

**Four-Stroke B**

1. Nick Gentry
2. Nikki Green
3. Sean Dillon
4. Don Dutson
5. Mike Brilliant

**200C**

1. Sean McClure
2. Justin Monsrud
3. Seth Derryberry
4. Matthew Hadley
5. Alex McRee

**250C**

1. Corey Garrett
2. Eddie Brady
3. Kevin Dockery
4. Jason Barrett
5. Doug Attridge

**Open C**

1. Curt Simmons
2. Steve Stansel Jr.
3. Travis Fields
4. Robert Snyder
5. Wayde Walker

**Four-Stroke C**

1. Curtis Turner
2. Benjie Whitey
3. Ken Conover

**4. David M. Smith**

**5. Andy McRee**

**Vet A**

1. Michael Grizzle
2. Frank Anello
3. Jeff Collins
4. David Holbrook

**Senior A**

1. Terry Hughs
2. Bryan Brownings
3. Bobby Pearson
4. Jimmy Pratt

**Super Senior A**

1. Danny Burkhalter
2. Frank Schoenbeck

**Masters A**

1. Jimmy Lynch
2. Jim Ford
3. Johnny Able

**Golden Masters**

1. Fred Hammond
2. Frank Amos
3. Gary Nichols
4. Glenn Brock

**Vet B**

1. Tim King
2. Scott Kruger
3. Keith Davis
4. Chris McDowell
5. John Kennedy

**Senior B**

1. Pat Williamson
2. Ken Painter
3. Gary Overton
4. Willy Swinson
5. Mike Culler

**Super Senior B**

1. Eddie Royals
2. Johnny Futo
3. Dennie Roberts
4. Steve Stansel Sr.
5. Kenne Hicks

**Masters B**

1. Frank Nelson
2. Richard Patterson
3. Bo Bobbitt

**Vet C**

1. Greg Armour
2. Keith Bartleson
3. Scott Simmons
4. Mike Brown
5. Gary Hughey

**Senior C**

1. Herb Coleman
2. Tim Blalock
3. Bill Howard
4. Scott Cooper
5. David Sutton

**Super Senior C**

1. Brian Deveney
2. Terry Dennis

**Masters C**

1. Jeb Barrow
2. Jack Burt
3. Mike Landis
4. Steve Blackman
5. Tim Peterson

**Women**

1. Erica Gossett
2. Ginny Parker
3. Carolyn Rowley
4. Jamie Blalock
5. Linda Deveney

**Junior**

1. Scott McClure
2. Tyler Holbrook
3. Corey Conover
4. Blake Raines

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# TRADING PLACES

*Aaron Kopp and Fred Hoess battling for position*

## Barbed Wire Enduro

*Round 10, Fasset PA 7/14*

In the long, long season of the ECEA, going into the Barbed Wire run, Southern Tier Enduro Riders' round ten, Aaron Kopp was holding onto the points lead. It was obvious that the ECEA's reigning champ was defending his turf from past champion Fred Hoess, if all you counted was overall wins. Kopp won the first two enduros of the year, Hoess won the second two, then Kopp won the next two. Matt Spigelmyer, another Matto rider, won the Ridge Run,

over John Burgard, who also had an eight. Deptford Honda's Mike Bradway rounded out the top five overall with a ten, sharing the score with Bromley's Jack Lafferty Jr., who also finished with ten and fifth in the AA class.

## Foggy Mountain Enduro

*Round 9, Blain PA 7/21*

The battle participants changed lead again at the Foggy Mountain Breakdown enduro, Susquehanna Off road Riders' closed-course romp out in central

ding the day before an enduro I don't think I'm going to go! I just missed the flip all day."

The club put together their typically good run, very tough with plenty of points-taking sections. The epic section of the day was 9.4 miles long, and if you ask the riders it was a complete boneyard of a rock section from end to end. Hoess was definitely at home here as he raced from section to section.

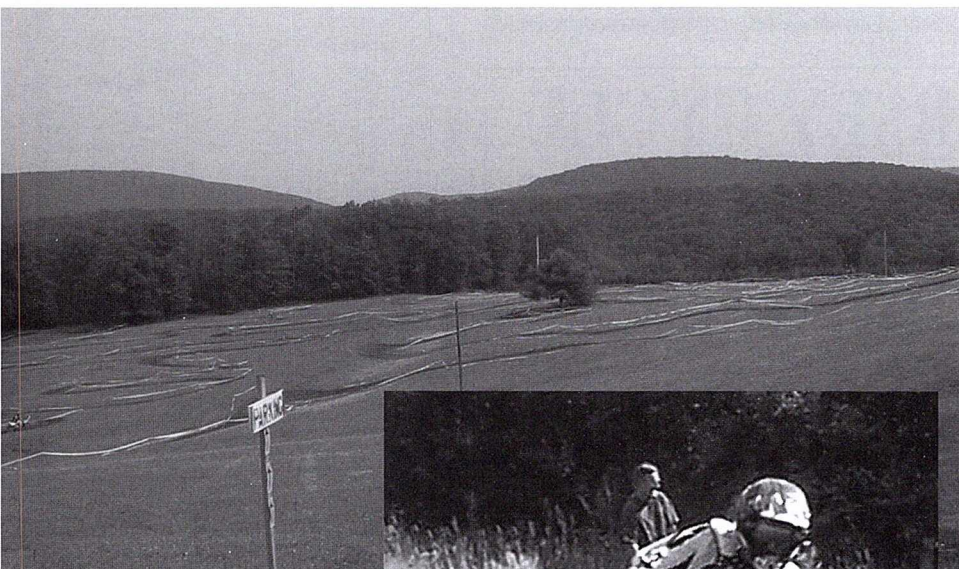
Jack Lafferty Jr. had a very good ride as well, dropping 12 points after just missing the flip at check four. He finished a solid third overall and second AA. Michael Bradway was third AA and fourth overall, while fifth overall and High Point A went to Brian Blanchard.

## Rattlesnake Enduro

*Round 10, Cross Forks PA 7/28*

The weather broke for a bit at Brandywine Enduro Riders' Rattlesnake enduro, and a little rain sprinkled down to keep everyone cool and honest. Actually there were thunderstorms, huge and threatening both Saturday night and Sunday, and the wetness definitely made things tricky. One of the Rattlesnake's looked-forward-to features is a big grass track right off the start, and wet grass is a major challenge to anyone without brand-new tires. And nobody's tires are brand new after the first loop!

*Rattlesnake's grass track is one of its major popular attractions (Mike Sigety photo). Aaron Kopp (left) is the season's points leader, carefully stacking his points lead (Erin Kopp photo). Jack Lafferty Jr., below, is the ECEA's perennial tough competition and is second in points so far (file photo).*



but since then the series has continued to be a Kopp/Hoess head-to-head.

At the Barbed Wire enduro Hoess and Kopp matched scores at every check, but they didn't match seconds at the emergency checks. Kopp did better at the first one, Fred better at the second one, and when everything was totaled up Kopp had a one second advantage. Of course the scores were counted and re-counted, but that's the way it worked out. One second! Over what everyone agrees was a fairly tight and technical course.

It appears that the one separating factor in the run was a lot of new trail in the morning, and green and white arrows marking the way. You don't have to be color-blind to lose green arrows in the woods, and new trail is hard to follow anyhow, so there were a lot of riders racing back and forth blowing corners. There were hills also, with a big downhill causing a lot of talk but not a whole lot of trouble. Mostly the guys reported plenty of scenery and a good ride. B&B's Craig Shenigo put together a great score for third overall with eight points lost, winning out by seconds



Pennsylvania. Something about the Foggy Mountain must have appealed to Hoess (the toughness?) because he really romped off with a seven point win, while Kopp came closest, well back with 11 points. "I didn't do very well at Foggy," Kopp told us. "I just kept missing checks. I had a wedding I went to the day before and got in real late. If I ever get invited to a wed-





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Fred Hoess once again showed he had the savvy for a long, tough event, pulling the overall win with 37 points lost. Considering that most of the runs take not much more than ten points away from the overall winners, taking 37 points from Hoess should give you a clue as to how many riders actually finished. This was an event where you were better off not keeping track

<b>Barbed Wire Enduro</b>			2. Mark S Fischer	Suz 20
<b>Grand Champion</b>			3. Ken Chamberlin	Hon 22
Aaron Kopp	KTM 6		4. Daniel Mccaslin	Kaw 27
<b>High Point A</b>			5. Kevin Hess	Hon 29
John Oechsle	Hus 8		<b>B Four Stroke</b>	
<b>High Point B</b>			1. Steve Oechsle	Suz 20
Don Davis	Hon 15		2. Giles T Ryan	KTM 21
<b>High Point C</b>			3. William Ty Berry	KTM 22
Bob Monko	Yam 18		4. Bud Matto	KTM 27
<b>AA</b>			5. Andrew August	KTM 35
1. Fred Hoess	Hus 6		<b>B Open</b>	
2. Craig Shenigo	KTM 8		1. Brian Horsey	Suz 18
3. John Burgard Jr	Hus 8		2. David Carroll	KTM 22
4. Michael Bradway	Hon 10		3. David Barnes	ATK 23
5. Jack Lafferty Jr	Suz 10		4. David Himic	Hon 25
<b>A 125</b>			5. Troy Baver	KTM 26
1. Paul Bitting	Hus 12		<b>B Senior</b>	
2. Dan Stoppi Jr	KTM 13		1. Art Wilson	Suz 18
3. Joe Cartwright	Hon 14		2. Kurt Ward	KTM 19
4. Dale Hiles Jr	Yam 14		3. Leonard Davis	Yam 22
5. M Dean Spencer	KTM 19		4. Dennis Mann	Kaw 23
<b>A 200</b>			5. Michael Gregory	KTM 24
1. Jarrod Johns	KTM 16		<b>B Super Senior</b>	
2. Russell Cherry Jr	Gas 18		1. William Driscoll	Hon 26
3. Mike Sigety	KTM 19		2. James Monaco Jr	Suz 27
<b>A 250</b>			3. Wm. Cossman II	KTM 33
1. Todd Reder	Suz 10		4. Bob Roseman	Kaw 38
2. John Robbins	Kaw 11		5. Robert Shughart	Kaw 45
3. Michael Melniczuk	KTM 12		<b>B Veteran</b>	
4. Eric J Corbin	Yam 13		1. Bryan Shaffer	KTM 16
5. Garrett Mayer	Hus 16		2. Mike Bilunas	Hus 18
<b>A Four Stroke</b>			3. Scott Grear	KTM 19
1. Matt Spigelmyer	KTM 12		4. Carl Wilson	Yam 20
2. Doug Groff	KTM 18		<b>Masters</b>	
3. Dean Spencer	KTM 19		1. Peter Parlett	Hon 19
4. Peter Kief	KTM 24		2. Joesph Galie	KTM 44
5. Mark Roll	Yam 14		3. Jack Mitchell	KTM 48
<b>A Open</b>			<b>Women</b>	
1. Steve Guers	KTM 12		1. Ellen Stager	KTM 29
2. Jeff Pritchard	KTM 15		2. Paula Trout	Kaw 45
3. Jacob Williams	Gas 15		3. Lisa Furman	Kaw 47
4. Mike Mchale	KTM 16		4. Nichole Barnes	Hon 86
5. Mark Moyer	ATK 17		<b>C 200</b>	
<b>A Senior</b>			1. Paul Cossman	KTM 18
1. James Gunselman	Yam 12		2. Brett Bavisotto	Yam 19
2. Cliff Tenney	Hon 14		3. Justin Gible	Kaw 22
3. Mark Jensen	Hon 15		4. Robert Mcgregor	Kaw 25
4. Chuck Sullivan	KTM 17		5. Jesse Wenrich	KTM 26
5. Jake Todd	Hon 17		<b>C 250</b>	
<b>A Super Senior</b>			1. Phil Wiegand	Kaw 21
1. Thomas Marsh	Hus 18		2. Timothy Vause	Kaw 27
2. Michael Larry	24		3. Ron Polcsak	Gas 34
3. Jack Lafferty Sr	KTM 27		4. Eric Debadts	Yam 56
4. Dan Stoppi	KTM 35		<b>C Four Stroke</b>	
5. Richard Trader	KTM 50		1. Brent Kelsey	Hon 23
<b>A Veteran</b>			2. Robert E Swenson	Suz 27
1. Richard Moyer	ATK 11		3. Vic Gorin	Hon 27
2. Michael Kowalsky	KTM 11		4. Charles Amato	Hon 28
3. Jeff Johns	KTM 13		5. Jon Booth	Yam 42
4. Adam Garofano	Yam 15		<b>C Open</b>	
5. David Santi	Yam 16		1. Terry L Hadley	KTM 21
<b>B 125</b>			2. William Farwell	Hon 30
1. Philip Uhland	Suz 20		3. Shawn Mishkin	Gas 33
2. James Morris	Hus 25		<b>C Senior</b>	
3. Tom M. Getz, Jr.	Suz 28		1. Linus Howard	KTM 27
4. Jason Densteu	Hon 31		2. Dennis Fitzgerald	Suz 27
5. Maurice Kiernan	Gas 37		3. Dan O'Connell	Hon 27
<b>B 200</b>			4. Gerard Kurry	Kaw 31
1. Gabe Goodman	KTM 21		5. Glenn Stevens	Hus 33
2. Thomas E Beecher	KTM 23		<b>C Veteran</b>	
3. Ray Strohm	Kaw 30		1. Kurt R Kline	Yam 23
4. Brandon Sigety	KTM 32		2. Robert Kobylarz	Kaw 26
5. Mark McDonnell	KTM 34		3. Peter G Keefe Jr	Gas 27
<b>B 250</b>			4. Robert Maarberg	Kaw 28
1. Ken Szewczyk	Hus 18		5. Lloyd S McCain	Suz 28



of your score—finishing with a hundred points will usually prompt most competitors to just load up and leave, but this day some C riders trophied with over 100 points on their cards!

Kopp and Hoess were fighting pretty close in the morning, and it looked like another battle to be decided by seconds until Kopp crashed in the afternoon. "About four miles into the 12-mile section in the afternoon I crashed and landed on my shoulder, and popped it out," Kopp told us. "I got my bike back up and couldn't pick my one arm up and get my hand on the handlebars. So I rolled it around and felt the shoulder pop back in, but for the rest of the day it hurt, and it slowed me down."

Hoess went on to take another win, 37 points to Kopp's 40. Mike Bradway was closest to the top two with a 46, giving him third overall and second AA.

#### Green Marble Enduro

##### Grand Champion

Aaron Kopp KTM 1

##### High Point A

Matt Spigelmyer KTM 4

##### High Point B

Brian Bolyard Hon 8

##### High Point C

Ron Lowing KTM 27

##### AA

1. Dale Sweigart YAM 1

2. Michael Bradway HON 2

3. Robert Mohn KAW 4

4. Craig Shenigo KTM 4

5. Jack Lafferty, Jr. SUZ 5

##### A 125

1. Joe Cartwright HON 4

2. Paul Bitting Hus 6

3. Dan Stoppi, Jr. KTM 7

4. M. Dean Spencer KTM 12

5. Rob Trout YAM 19

##### A 200

1. Doug Allen II KTM 9

2. Jarrod Johns KTM 13

##### A 250

1. Todd Reder SUZ 5

2. Brian Carden YAM 6

3. Bill Gilbert HON 7

4. Michael Melniczuk KTM 8

##### A Four Stroke Heavy

1. Rick Stapleford KTM 37

##### A Four Stroke Light

1. Mark Roll YAM 9

2. Ken Zabroski KTM 9

3. David Glenn SUZ 10

4. Craig Copeland YAM 21

5. Rob Comber YAM 30

##### A Open

1. Steve Guers KTM 4

2. Mike McHale KTM 7

3. Jacob Williams GAS 8

4. Mark Moyer ATK 12

##### A Senior

1. Clifford Tenney Hon 9

2. Chuck Sullivan KTM 11

##### A Super Senior

1. S. Wolfersberger Hus 21

2. Bruce Triplett KAW 22

3. Jack Lafferty, Sr. KTM 23

4. Dan Stoppi, Sr. KTM 28

5. Rocco Spano KTM 52

##### A Veteran

1. Richard D. Moyer ATK 5

2. Jeff Johns KTM 6

3. Ken Law KTM 8

4. Mike Kowalsky KTM 9

5. Dan Polak KTM 15

##### B 125

1. Philip Uhland SUZ 15

2. Michael Graden HON 20

3. P.J. Cossman KTM 29

##### B 200

1. Mark McDonnell KTM 20

2. Gilad Gottfried KTM

#### B 250

1. W. Scott Berry KTM 27

2. Jay McCauslin GAS 28

##### B Four stroke Heavy

1. William Matto KTM 22

##### B Four Stroke Light

1. Al Zabroski YAM 24

2. Brian Burke YAM 33

3. Robert Martinez YAM 61

##### B Open

1. Brian Horsey SUZ 15

2. Scott McDonnell KTM 17

3. Troy Bauer KTM 18

4. D. Scott Danner KTM 39

5. L. Newcomb Jr KTM 41

##### B Senior

1. Art Wilson SUZ 18

2. Jerry Calvert KTM 19

3. Douglas Allen KTM 21

4. Denny Mann KAW 23

5. Marty Sprecher HON 25

##### B Super Senior

1. Kurt Osterman HON 25

2. Bill Cossman KTM 42

3. Bill Driscoll KTM 57

##### B Veteran

1. Bryan Shaffer KTM 9

2. Mike Bilimas Husk 10

3. Karl Wills HON 18

4. Gregory Lebo GAS 30

##### C 200

1. Justin Gible KAW 31

2. Adam Abramo KTM 34

3. Chris Wheatley KTM 43

4. Dan Newcomb KAW 59

5. Kirk Long KAW 71

##### C 250

1. Tim Vause KAW 53

2. Ofir Ohana KTM

##### C Four Stroke Heavy

1. Bob Swenson SUZ 30

2. B. Croneberger KTM 38

3. William Rymes HON 39

4. John Raudenbush SUZ 47

5. James Enman KTM 53

##### C Four Stroke Light

1. Keith Mikett YAM 38

2. Allen Brady YAM 78

##### C Open

4. Steven Hubbs KTM 79

##### C Senior

1. Ron Lowing KTM 27

2. Dan O'Connell HON 54

3. Robert Knapp HON 59

4. Chris Borger HON 96

5. Pat Troy KTM

##### C Veteran

1. Bob Monko YAM 31

##### Masters

1. Pete Parlett HON 23

2. Charles Stapleford KTM 38

3. Joe Galie KTM 50

##### Women

1. Lissa Ansenault HON 98

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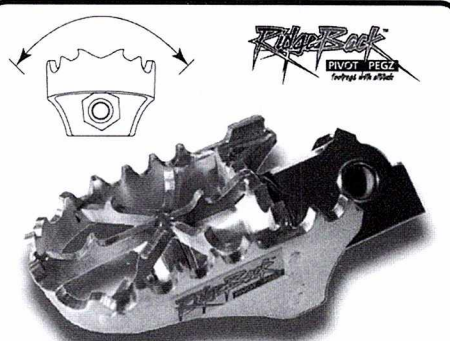
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Suzuki rider Todd Reder was fourth overall, riding out of the A 250 class. He had a solid 48 points, and won High Point A for his trouble. AA Yamaha rider Dale Sweigart tied Reder with 48 points, and filled out the top five overall.

## Green Marble Enduro Round 11, Cumberland MD 8/4

The Green Marble Enduro Riders are a band of traveling Gypsies, moving their enduro around every few years as they discover a new region (or lose their old area to development). They must be the most adept trail-cutting club in the association, since they have to blaze new trail anywhere they want to go, and that was definitely true for this new event. It was a long drive; maybe six hours from some spots in New Jersey, depending on what route you took, but everyone who made the pilgrimage seems to agree that it was a good ride. The club cut plenty of challenging trail, and included a fair number of killer uphill just to make sure everyone got a real workout. GMER apparently has a three-year lease with the land owners at this site, so expect more good trails here next year (and no, the drive won't be any

shorter!).

Thunderstorms and rain, and significant heat, added to the challenge of the event. In addition, the club used a two-loop format that led to some pretty rough trail in spots. Most would have been happy to do with-

out the morning greasy conditions, but it did keep the dust down.

Aaron Kopp put in a great ride at the GMER event, dropping only one point and adding to his overall points lead for the season. His main competition for

### Foggy Mountain Enduro Grand Champion

Fred Hoess	7 Hus
<b>High Point A</b>	
Brian Blanchard	13 KTM
<b>High Point B</b>	
Bryan Shaffer	22 KTM
<b>High Point C</b>	
Mark Kropp	31 Kaw
<b>AA</b>	
1. Aaron Kopp	11 KTM
2. Jack Lafferty Jr.	12 Suz
3. Mike Bradway	13 Hon
4. Craig Shenigo	14 KTM
5. Robert Mohn	16 Kaw
<b>A 125</b>	
1. Joe Cartwright	16 Hon
2. Dan Stoppi Jr.	22 KTM
3. Paul Bitting	22 Hus
4. Dale Hiles Jr.	23 Yam
5. M Dean Spencer	23 KTM
<b>A 200</b>	
1. Mike Sigety	15 KTM
2. Brian Williams	17 KTM
3. Doug Allen II	18 KTM
4. Don Sharpless	19 Kaw
5. Jarrod Johns	22 KTM
<b>A 250</b>	
1. John Oechsle	13 Hus
2. Todd Reder	15 Suz
3. John Robbins	17 Kaw
4. Eric Corbin	19 Yam
5. C. Stapleford	20 Kaw
<b>A Open</b>	
1. Steve Guers	16 KTM

2. Mark Moyer	19 ATK
3. Sam Deninno	19 KTM
4. Jacob Williams	21 Gas
5. Rich Kline	25 Yam
<b>A Four Stroke Light</b>	
1. Mark Roll	19 Yam
2. Mark Schleeweis	20 Yam
3. Ken Zabroski	21 KTM
4. David Glenn	22 Yam
5. Rob Comber	24 Yam
<b>A Four Stroke Heavy</b>	
1. Pat Emmons	20 KTM
2. Matt Spigelmyer	23 KTM
3. Richard Heins	25 Suz
4. Chris Crull	32 Hon
5. Rick Stapleford	39 KTM
<b>A Veteran</b>	
1. David Maco	15 Suz
2. Jim Aiello	18 KTM
3. Richard Moyer	19 ATK
4. Len Baltimore	22 Kaw
5. Ken Law	23 KTM
<b>A Senior</b>	
1. Jim Gunselman	16 Yam
2. Scott Snyder	20 Hus
3. Clifford Tenney	22 Hon
4. Jim McCommon	23 KTM
5. Daniel Compton	23 KTM
<b>A Super Senior</b>	
1. S. Wolfersberger	27 Hus
2. Roy Fliegau	27 Gas
3. Tom Marsh	32 Hus
4. Jack Lafferty Sr	33 KTM
5. Dan Stoppi Sr	42 KTM
<b>B 125</b>	

1. James Morris	27 Hus
2. Tom Getz	27 Suz
3. Jason Densten	37 Hon
4. Jason Large	48 Hus
5. Kevin Kamuca	53 Kaw
<b>B 200</b>	
1. Tom Beecher	27 KTM
2. Brandon Sigety	27 KTM
3. Mark McDonnell	33 KTM
4. Gabe Goodman	33 KTM
5. Michael Demos	36 Gas
<b>B 250</b>	
1. Jim Greene	40 KTM
2. R. Sharpless	55 Yam
<b>B Open</b>	
1. David Carroll	27 KTM
2. Greg Caulkins	27 KTM
3. David Barnes	27 ATK
4. Scott McDonnell	30 KTM
5. Troy Bauer	30 KTM
<b>B Four Stroke Light</b>	
1. Jim Trevis	24 Hon
2. Al Zabroski	28 Yam
3. David Marchese	35 Yam
4. Dave Barth	42 Hon
5. Robert Martinez	42 Yam
<b>B Four Stroke Heavy</b>	
1. Daniel Drew Jr	28 Yam
2. William Matto	30 KTM
3. William Berry	30 KTM
4. Tim Nocera	31 Hon
5. Steve Snyder	34 Suz
<b>B Veteran</b>	
1. Mike Biliunas	23 Hus
2. Eric Jordan	23 KTM

3. Bill Cruse	31 KTM
4. Joe Kraft	33 Hus
5. Greg Lebo	40 Gas
<b>B Senior</b>	
1. Jerry Cerio	25 KTM
2. Art Wilson	29 Suz
3. Doug Allen	30 KTM
4. Gerald Calvert	31 KTM
5. Matt Biedka	32 KTM
<b>B Super Senior</b>	
1. Robert Roseman	48 Kaw
2. Kenneth Reber	48 KTM
3. Bill Cossman	51 KTM
4. Robert Shughart	71 Kaw
5. Bill Driscoll	111 Hon
<b>Masters</b>	
1. Jack Mitchell	37 KTM
2. C. Bonifacius	38 Kaw
3. C. Stapleford	40 KTM
4. Charlie Burk	47 KTM
5. Joe Galie	54 KTM
<b>Women</b>	
1. Lisa Furman	55 Kaw
2. Paula Trout	73 Kaw
3. Nicole Barnes	212 Hon
<b>C 200</b>	
1. Justin Giddle	33 Kaw
2. Jesse Wenrich	42 KTM
3. Dom Nudy III	42 Yam
4. Daniel Newcomb	46 Kaw
5. Kirk Long	50 Kaw
<b>C 250</b>	
1. Philip Wiegard	34 Kaw
2. Chris Ricevuto	37 Kaw
3. Mike Woutersz	38 KTM

4. Joseph Smith	41 Hon
5. Tim Vause	49 Kaw
<b>C Open</b>	
1. Terry Hadley	32 KTM
2. Will Farwell	50 Hon
3. Philip Latzgo	55 Hon
4. Michael Balzarini	73 KTM
5. Kenneth Caddell	213 Yam
<b>C Four Stroke Light</b>	
1. Chad Barth	46 Hon
2. Ryan Barth	52 Hon
3. Jon Booth	53 Yam
4. Marcus Clarke	64 Suz
5. Wesley Bower	126 Yam
<b>C Four Stroke Heavy</b>	
1. Bob Swenson	38 Suz
2. Jason Fry	44 Hon
3. B. Cronenberger	44 KTM
4. Brent Kelsey	46 Hon
5. Vic Gorin	58 Hon
<b>C Veteran</b>	
1. Robert Kabylarz	32 Kaw
2. Kurt Kline	33 Yam
3. David Kennel	43 KTM
4. R. Maarberg	45 Kaw
5. Richard Goshert	46 Hon
<b>C Senior</b>	
1. D. Fitzgerald	33 Suz
2. Dominic Nudy	34 Kaw
3. Brad Waddell	34 Suz
4. R. Stanforth	35 Suz
5. Chris Borger	43 Hon



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I have no known **PHYSICAL PROBLEMS** that will endanger myself or others while participating in this event.

**AGREEMENT:** By my signature below, I hereby agree to the terms of the above release and further agree to abide by the AHRMA Rule Book and any special regulations during the event.

\_\_\_\_\_  
(RIDER SIGNATURE)

**AHRMA NATIONAL CLASSES – READ SECTION 11 & 12 OF AHRMA Rule Book. AHRMA and AMA membership required for points in these classes:**

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50+	\$
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Read sections 11 & 12 of AHRMA Rule Book, Cross Country section for specific AHRMA rules. Vintage bikes allowed only 7" front movement, 4" rear.

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the overall, Hoess, wasn't in attendance for the day. "I'm happy with my ride," Kopp said. "The only person I worried about is Jack (Lafferty) Jr., who's second in the points and I consider him my best competition. But I'm planning to work hard on keeping the points lead and if it keeps going the way it's been going I hope to have the points locked up by Moonshine. Then I'll also work on some good hare scrambles finishes, and try to win both championships this year."

Lafferty had trouble this day, which must have pleased Kopp somewhat, and the best Jack Jr. could muster was a fifth in the AA class. Dale Sweigart put in the best ride behind Kopp, finishing also with a single point but losing the overall in tiebreaker seconds. So close! Mike Bradway was third overall with an excellent two-point ride; he was the only rider there to finish with two points. Scores jumped up to four points minimum for the rest of the field, with Robert Mohn and Craig Shenigo filling out the top five in that order.

Also finishing with four points was Matt Spigelmyer, who earlier in the season won the Ridge Run, and Matt completed this day by taking home the High Point A trophy. Brian Bolyard won the High Point B award, riding a Honda in the B 250 class, and C Senior rider Ron Lowing was the High Point C rider for the day on a KTM.

The next round on the ECEA schedule was the NETRA Little Rhody enduro, but having been relegated to a non-points-paying event by the ECEA board earlier this year it was almost universally avoided by ECEA riders. Look for an article on the Rhody from a NETRA perspective elsewhere in this issue, and look for ECEA's round 13, the Speedville enduro in the next issue of Trail Rider. ▲



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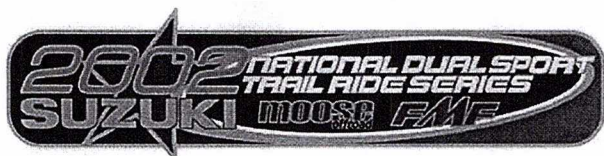
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Details	Entry Information	Motel List
<p>&gt; <b>Signup Time:</b> 5 PM Fri &amp; 7 AM Sat/Sun</p> <p>&gt; <b>Start Time:</b> 9 A.M. Sat and Sun</p> <p>&gt; <b>Gas stations available:</b> Make sure you have a 60 mile range.</p> <p>&gt; <b>Location:</b> Vinton County Junior Fairgrounds, 1 mile north of McArthur, OH on St. Route 93.</p> <p>&gt; <b>Ohio Law Requires:</b> Headlight, Taillight, Horn, Mirror, License Plate, Muffler and Proof of Insurance. NO APV TAGS!</p> <p>&gt; <b>MINORS MUST HAVE A PARENT OR GUARDIAN PRESENT</b></p>	<p>Two Day \$80    Passenger \$20</p> <p>One Day \$50    Passenger \$10</p> <p><b>More Information and Entry Forms available at</b> <a href="http://www.enduroriders.com">www.enduroriders.com</a></p> <p>Steve Barber (614) 891-1369 Please, no calls after 10:00 PM Eastern Time.</p> <p><b>Enduro Riders Association</b> 262 McKenna Creek Dr. Columbus, OH 43230</p>	<p>Logan:            Amerihost            740-385-1700                      Inn Town            740-385-2465</p> <p>McArthur:            Hotel McArthur            740-596-5896</p> <p>Chillicothe:            Holiday Inn            740-775-7000                      Comfort Inn            740-775-3500                      Travelodge            740-775-2500</p> <p>Jackson:            Days Inn            740-286-3464                      Comfort Inn            740-286-7581</p> <p>Athens:            Days Inn            740-592-4000                      Amerihost            740-594-3000                      Ohio U. Inn            740-596-6661</p> <p><b>Camping:</b> Available for a fee.</p>

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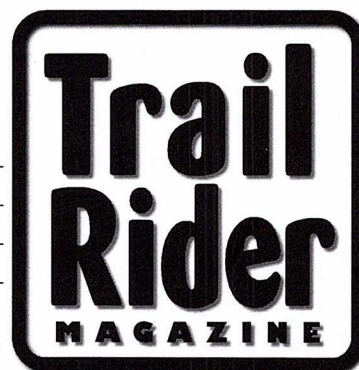
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by Ed Hertfelder

# Size Really Matters

When I owned a boat I was told, by people who seemed to know, that boat owners always want a bigger boat.

Not me. I just wanted to experience the second happiest day in my life, said to be, and it's certainly true, the day I sold the boat.

When I got my first motorcycle I was told, by clean shaven well dressed men who obviously knew what they were talking about, that motorcycle riders always wanted a bigger engine between their legs. I wasn't too sure about that.

My new, only five years old, 200cc Triumph T20 Cub had more than enough engine to break the rear wheel loose and set me up for a high side any damn time it felt like—which was depressingly often, with little advance warning and not half as much fun as it sounds..

The 200 Triumph was traded in on a Bultaco 250cc Matador that had about double the horsepower and almost none of the handling vices. On the rare occasion when the Bultaco would throw me there was all the warning in the world beforehand. Indeed, there were occasions when the rear wheel would thrash from side to side for what seemed like hours before digging in and high siding me off in an almost gentlemanly, very Spanish manner.

Completely unlike the Triumph, the Bultaco would get horribly out of shape then, somehow, get itself straightened out and continue on as if nothing at all had happened. Many times riding on a nasty enduro trail, especially a wet muddy trail, I would get the Bul all crossed up, riding, for all intent and purposes, sideways down the trail. Usually this would happen on trails deeply rutted by BSA Victors, extremely powerful 441cc motorcycles that had a lot in common with Ditch Witch trenching machines. The Bultaco didn't seem to care much if the wheels were in different grooves just as long as they were heading in more or less the same direction. Traveling sideways I would shout, "Did anybody SEE that!?" but it was a waste of breath as there are no spectators along 99.9 percent of most enduro trails. That marvelous handling machine usually straightened itself almost magically. At least it seemed like magic. There were even occasions when I actually left the motorcycle completely and, somehow, landed back on the thing's seat facing forward and seemingly in complete control.

Completely at odds to the theory that riders always wanted larger engines, my next motorcycle was a Yamaha IT175. Actually I had two in two years. Apparently someone at Yamaha figured that if Hertfelder, admittedly the worst off-road rider who ever existed, could maybe, just maybe, finish a few off-road events on the IT175 they could sell millions of the things. God forbid that Hertfelder should actually PLACE in the results!

I did my part. I got up early and ran before work, changed into sweats and ran at lunch time, did enough push-ups and sit-ups to hurt and was in the best shape of my life. The Its—which meant International Trials—were lightweight, fast and tough. I finished Florida's always horrible Alligator

enduro two years running with the Yamahas. There was never any question of my placing well, I never, never, had that ability. The important thing was to show that the IT175, with a real dunce aboard, could FINISH, and I think we proved that.

The second year at the Alligator I had the brand new 175K model notable for their heavy cast and polished rear suspension arms. At the big bike show that evening I drifted into the Yamaha exhibit where there was a commotion going on. A lady, well, a woman, whose husband was a Yamaha dealer, was giving the 'suits' (who had flown out from California) merry hell because her husband couldn't get the 175K model and she had SEEN any number of them competing in the Alligator.

Well, I was there and riding the new K model and I never saw another one.

Taking the distraught woman off to one side I asked her if she was following the spectator sheet for the Alligator. She said she certainly was and she saw a whole damn herd of those new K models. I asked her if she was at the lake just before the gas stop, she said she was.

"And did one of those guys on the new K model stop and throw 'the finger' to the spectators, who were pointing toward the right side of the lake as the easier crossing, then tip toe around the left side almost on the spectator's toes?"

"He splashed mud on me," she said.

"Lady, that was me and I had the only K there, I'm a journalist and they flew one in for me sort of special."

To the best of my recollection, that was the only time I ever called myself a journalist, because the fact was that I was just a Porsche-Audi parts manager who rode a motorcycle and owned a typewriter.

My next increase in engine size was a monstrous one, to 600cc and it was almost an accident. A magazine I was writing for entered me in the Barstow to Vegas dual-sport desert run. They not only sent the airplane ticket they also arranged my ride. The good

Honda folks gave me a choice between a 750cc vee twin shaft drive, which looked like it weighed a ton, and the XL600R 600cc single which weighed considerably less. I knew I would be lifting the machine upright about once an hour, or less, and chose the small one.

They palmed the 750 off on a 6'6", 225 pound Honda employee who arrived in Vegas after dark, barely made his way to the awards ceremony where he slumped forward over a table, cradled his head in his arms and slept silently the entire evening.

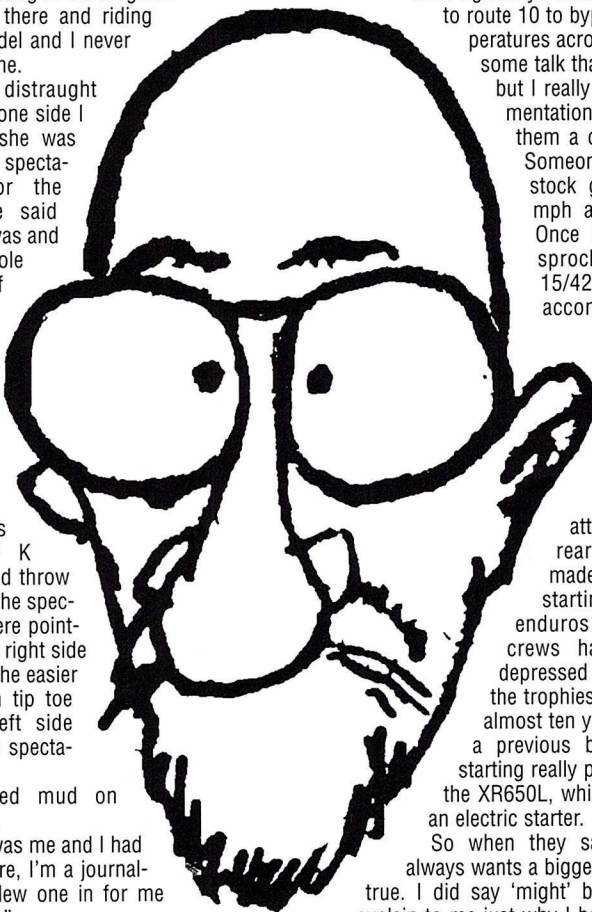
The morning after the B to V, with aches in everything except the left eyelashes, I headed east on the XL600R and stopped when I hit salt water. The trip took eight days because I had to drop south

to route 10 to bypass the December temperatures across the plains. There was some talk that I'd stolen the machine but I really had an okay, and documentation, from Honda and I sent them a check from New Jersey. Someone told me the 600 with stock gearing would top 105 mph and I never doubted it. Once back home I changed sprockets and reduced the 15/42 to 14/48 to better accommodate my plodding style. It proved to be the almost perfect setup for my wife and I to ride two-up at dual-sport events up and down the east coast.

With a permanently attached tow rope on the rear luggage rack I also made myself useful by pull-starting motorcycles before enduros and helping sweep crews haul out the disabled, depressed and disillusioned after the trophies were passed out. After almost ten years with the tough 600, a previous back injury made kick-starting really painful and I traded up to the XR650L, which, don't you know, has an electric starter.

So when they said a motorcycle rider always wants a bigger engine, it just might be true. I did say 'might' be true, but can anyone explain to me just why I bought a raffle ticket on a Harley 883 last week?

—Ed Hertfelder

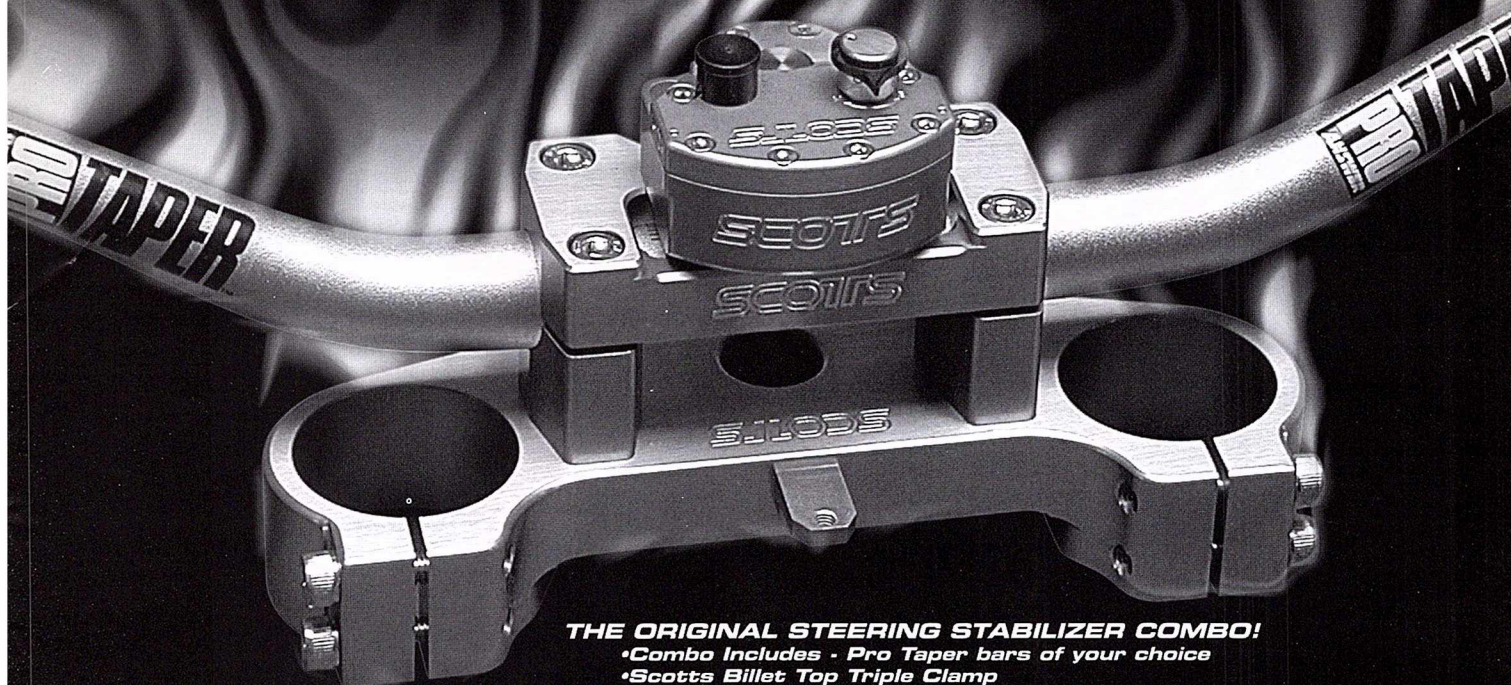


Ed Hertfelder is a teller of tales and writer of books, as well as author of the globally famous Duct Tapes stories. Want a list of Hertfelder columns from 1986? Ask nice with a S.A.S.E. to Ed's ranch at P.O. Box 17564, Tucson, AZ 85731; or E-mail to ducttapes@yahoo.com. ★



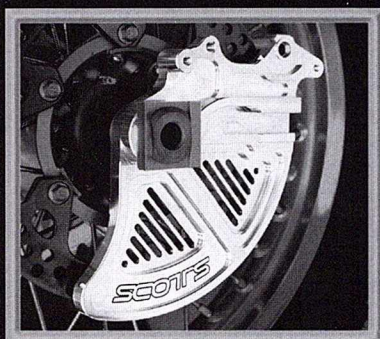
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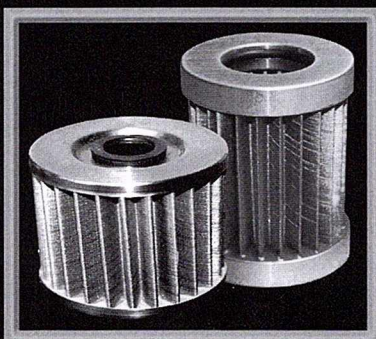


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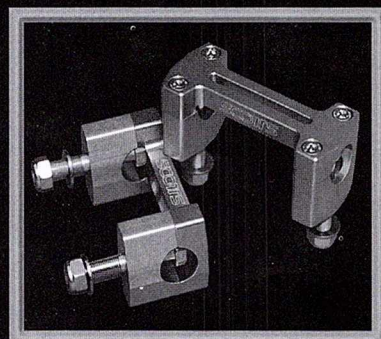
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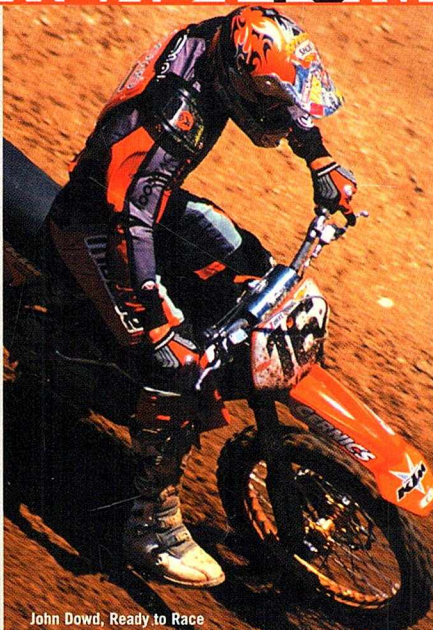
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